



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning

Transportation Committee Agenda

Friday September 26, 2008

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

1.0 Call to Order and Introductions 9:30 AM

Luann Hamilton, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

The draft minutes from the August 22, 2008 meeting are attached.

ACTION REQUESTED: Approval of minutes of the August 22, 2008 meeting.

4.0 Coordinating Committee Reports

The Chairman and Vice Chairman of the Transportation Committee will give updates on their respective coordinating committee's most recent committee meeting.

ACTION REQUESTED: Discussion

5.0 Transportation Improvement Program (TIP) – Holly Ostlick

5.1 Transportation Improvement Program (TIP Revisions)

Approval of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached.

ACTION REQUESTED: Approval

5.2 Semi-annual TIP Amendment and RTP Update

The public comment period for the RTP update, biannual TIP amendment and conformity analysis has closed. Comments were received and responses were prepared. The Transportation Committee is asked to recommend CMAP

Programming Coordinating Committee and Policy Committee approval of the RTP update, biannual TIP amendment, and conformity analysis.

ACTION REQUESTED: Concur in responses to comments and recommend approval of the RTP Update, TIP Amendment, and conformity analysis.

6.0 Congestion Mitigation Air Quality Improvement Program (CMAQ) (Doug Ferguson)

6.1 FFY 2009 CMAQ Proposed Program

The public comment period for the Federal Fiscal Year 2009 Multi-Year CMAQ proposed program closed August 26, 2008. The CMAQ Project Selection Committee has approved the staff responses to the comments and has recommended approval of a revised proposed program to the Transportation Committee. The comments and staff responses along with the revised proposed program are attached.

ACTION REQUESTED: Concur in responses to the comments and recommend approval of the revised proposed FY 2009 Multi-Year CMAQ Program to the Programming Coordinating Committee and the MPO Policy Committee.

6.2 Consideration of Withdrawal of Funds from CMAQ Projects

The CMAQ Project Selection Committee has recommended withdrawing CMAQ funding from three projects. A memo describing the three projects and the grounds for the withdrawal of funding is attached.

ACTION REQUESTED: Recommendation to the MPO Policy Committee for the withdrawal of CMAQ funding.

7.0 Transportation Indicators (Tom Murtha)

The committee discussed the transportation indicators at its August meeting and provided feedback. Staff has refined the indicators.

ACTION REQUESTED: Approval

8.0 Scenario Construction (Bob Dean)

Staff has developed draft concepts for thematic scenarios that will be used to evaluate alternative futures for the region. They were presented to the committee last month for discussion and feedback. Staff has taken that feedback and refined the scenarios.

ACTION REQUESTED: Approval

9.0 Major Capital Projects in GO TO 2040 (Ross Patronskey)

Introduction to the Major Capital Projects in *GO TO 2040*, a more extensive discussion on this topic will occur at next month's meeting.

ACTION REQUESTED: Informational

10.0 Trust Fund Solvency (John Donovan and Dick Smith)

On September 5, 2008, Mary Peters, Secretary of Transportation, delivered a briefing message about the lack of solvency of the trust fund and the possible legislative solution. FHWA has designed a series of immediate steps to help manage the situation. The committee will be brief on this issue.

ACTION REQUESTED: Informational

11.0 Freight Snapshot (Roseann O'Laughlin/Bob Dean)

Staff will provide the committee with an outline and description of the proposed Regional Snapshot report on freight. This snapshot is in its early stages, and committee feedback will be used to scope and provide direction for the report.

ACTION REQUESTED: Discussion

REQUESTED: Approval

12.0 RTA Update

This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Discussion

13.0 Preliminary RTA Funding Programs of Projects (Jay Ciavarella)

RTA is requesting input on the preliminary programs of project for the Community Planning Program, the Subregional Planning Program, the Job Access Reverse Commute/New Freedom (JARC/NF) Program and the Innovation, Coordination and Enhancement (ICE) Program.

ACTION REQUESTED: Discussion

14.0 Public Comment

15.0 Other Business

16.0 Next Meeting

The next meeting is scheduled for October, 2008 at 9:30 a.m. in the Cook County Room.

17.0 Adjournment

Transportation Committee Members:

___ Charles Abraham	___ Fran Klaas	___ Joe Schofer
___ Vanessa Adams ***	___ Don Kopec	___ Dick Smith
___ Thomas Cuculich**	___ Paul Losos	___ David Simmons
___ Chris DiPalma ***	___ Jan Metzger	___ Peter Skosey
___ Rocky Donahue	___ Arlene Mulder	___ Steve Strains
___ John Fortmann	___ Randy Neufeld	___ Vonu Thakuriah
___ Bruce Gould	___ Jason Osborn	___ Paula Trigg
___ Rupert Graham, Jr	___ Leanne Redden	___ Ken Yunker
___ Jack Groner	___ Thomas Rickert	___ Tom Zapler
___ Luann Hamilton*	___ Mike Rogers	___ Rocco Zucchero
*Chair	**Vice-Chair	***Non-voting



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Chicago Metropolitan Agency for Planning

DRAFT Minutes

August 22, 2008

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

Members Present: Vice Chair – Thomas Cuculich – DuPage County, Chuck Abraham - IDOT- DPIT, Bill Brown – NIRPC, Bruce Christensen - Lake County, John Donovan – FHWA, Steven Coffinbargar - Kane County, John Fortmann - IDOT District One, Will Glassborg – CNT, Rupert Graham – Cook County, Jack Groner - Metra, Jacky Grimshaw – CNT, Henry Guerriero - Illinois Tollway, Chris Hiebert - SEWRPC via phone, Don Kopec - CMAP, Christina Kupkowski - Will County, , Arlene Mulder – Council of Mayors, Randy Neufeld - Bicycle and Pedestrian Task Force, Jason Osborn - McHenry County, Joe Schofer - Northwestern University, Dave Seglin - CDOT, David Simmons - CTA, Dick Smith - IDOT, Holly Smith - Kendall County, Lorraine Snorden – Pace, Sidney Weseman - RTA, Tom Zapler - Railroad Companies

Members Absent: Vanessa Adams – FTA - USDOT Chicago Metro Office, Mike Rogers – IEPA, Vonu Thakuriah - UIC-UTC

Others Present: Leonard Cannata, Lynnette Ciavarella, Anja Claus, Mike Connelly, Chalen Daigle, Kama Dobbs, Bud Fleming, Sheena Freve, Paul Heltne, Raghu Kowshik, Les Nunes, Chad Riddle, Peter Skosey, Chris Staron, Mike Sullivan, Mike Walczak, Tammy Wierciak

Staff Present: Shana Alford, Patricia Berry, Randy Blankenhorn, Janet Bright, Andrew Williams Clark, Bob Dean, Teri Dixon, Doug Ferguson, Tara Fifer, Jill Leary, Leroy Kos, Tom Murtha, Roseann O’Laughlin, Holly Ostdick, Russell Pietrowiak, Todd Schmidt, Gordon Smith, Ty Warner, Kermit Wies

1.0 Call to Order and Introductions

Tom Cuculich, Committee Vice-Chair, called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

The Illinois Department of Transportation's Annual Fall Planning Conference is being held October 2-3, 2008 at Stoney Creek Inn & Conference Center in Moline, Illinois.

3.0 Approval of Minutes

On a motion by Mr. Seglin, seconded by Mr. Guerriero, the minutes were approved. Vote: All Ayes. Motion Carried.

4.0 Coordinating Committee Reports

Jack Groner reported on the Programming Committee meeting. He stated that the committee heard from the working committees regarding the draft DRI initiative. He stated that staff is going to draft a matrix of comments including which comments were overlapping and how the document will be revised to accommodate the comments. The committee is meeting on September 10, 2008 and at that time the document may be released for public comment.

There was no Planning Coordinating Committee report.

5.0 RTA Update

Mr. Weseman updated the committee on RTA progress on its update of the RTA strategic plan stating that staff has developed a schedule for a comprehensive amendment to the strategic plan, which would be considered by the RTA Board at the end of 2009.

6.0 Transportation Improvement Program (TIP)

6.1 Transportation Improvement Program

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. She asked that the committee exclude the Atkinson Road from IL 120 to IL 83 project which is included in the amendment to be released for a 30 day public comment period. She stated that the amendments to the TIP were released one week before the committee for public comment and that no comments were received. She asked that the committee consider including phase one engineering for US 34 from Fairview Street to Chilton Way. Mr. Smith explained that the project was not received by CMAP staff in time due to members of IDOT district three staff being on sick leave.

On a motion by Mayor Mulder, seconded by Mr. Smith the not exempt and exempt project amendments, including the US 34 project, were approved. Vote: All Ayes. Motion Carried.

6.2 Biannual TIP Amendment and RTP Update

Ms. Ostdick requested that the committee release the RTP Update, TIP Amendment and conformity analysis for a 30 day public comment period from August 22 to September 21.

On a motion by Mr. Christensen, seconded by Mr. Kopec, the RTP Update, TIP Amendment and conformity analysis was released for public comment. Vote: All Ayes. Motion Carried

7.0 Complete Streets and Pedestrian Safety

Mr. Murtha presented information regarding complete streets and pedestrian safety. He focused his presentation on pedestrian safety, including a number of safety recommendations for IDOT to consider in the implementation of recently enacted complete streets legislation. The safety measures focused on controls on excessive vehicle speeds, pedestrian crossings, and sidewalks. The presentation also discussed providing accessible pedestrian facilities for people with disabilities.

Several committee members requested clarification on the law itself. Some questions included:

- What is required?
- What are the rules regarding urban versus rural?
- What are the requirements for shoulder work?

Mr. Smith responded that there were no clear definitions yet, since the bill has only been in effect one year. IDOT will consider the possibilities and follow up on the questions. Mr. Osborn commented that snow removal maintenance rules and maintenance of facilities would require greater clarification.

Mr. Seglin stated that the city of Chicago is working on the issue of bike and pedestrian safety. The city of Chicago is concerned about crash data specifically door-ing crashes. Mr. Smith felt that IDOT would be willing to attempt to accommodate this need and will check to see if the data may be obtained. Mayor Mulder felt that education would go a long way without legislation and suggested that CMAP work with IDOT, local officials and the bike federation to have an educational video to help promote biking safety. Mr. Osborn pointed

out this is also a funding issue and could STP funds be used for non-roadway projects. Mr. Riddle stated that is one of the purposes of STP funds.

8.0 Scenario Construction

Mr. Dean discussed scenario construction and elaborated on the scenarios which included a reference scenario, a preservation scenario, a reinvestment scenario and an innovation scenario. Mr. Dean acknowledged that major capital projects are not included in the scenarios and that more information regarding major capital projects would follow at a later date. Staff has presented these scenarios to the other CMAP working committees to receive buy-in. Mr. Cuculich stated that goals and objectives from the scenarios will influence where CMAP goes in the future. He commented that the scenarios are a tool for outreach to the general public as well.

9.0 Transportation Indicators

Mr. Murtha presented the existing indicators to the committee and asked the committee for feedback. He noted that the committee had been given the list for review in July, and that the current list in circulation is identical. He stated that the Freight Committee and the Bicycle and Pedestrian Task Force have discussed the indicators. The Bicycle and Pedestrian Committee were primarily concerned about multi-modal issues, particularly for mode share; they requested that mode share data be collected for all trip purposes, not just work trips.. It was also stated that all inter-city trips need to be considered, not just aviation. Containers and truck counts were a consideration for the freight committee.

Mr. Cuculich expressed concern that transit was not fully represented. More information is needed on who has access to transit. There need to be more indicators for commuter traffic. Maintenance versus investments need to be considered. At grade highway delay and recovery time for traffic also needs to be examined, not from gate up and down time but to measure delay by level of service. For example, if the crossing is at a level of service C before the gates go down and at level of service F after the gates go down, we should determine the delay until it reaches level of service C again. Mr. Groner commented that transit was truly lost in the indicators, especially maintenance and upkeep. Auto ownership is needed as an indicator as well. Mr. Groner also pointed out that access to transit should be based on the total picture not individual service boards.

Mr. Groner and Mr. Cuculich were concerned that comments from the last meeting were not incorporated into these indicators before the committee. Mr.

Murtha indicated that the changes will be incorporated within the next two week and be sent to committee members. Mr. Murtha did state the concerns about walkable communities and how might that be measured.

Mr. Groner stated that Metra would be sending written comments. Mr. Weseman stated that there was no measure of pedestrians. Mayor Mulder was concerned about the intermodal connection throughout the region, city to suburb, suburb to suburb and access to O'Hare. Mayor Mulder asked if alternative energy research and usage is covered in another focus area. Mr. Williams-Clark stated that alternative energy is covered in Economic Development. Mr. Groner wanted to make sure that investment for transit was also included in the indicators.

Mr. Cuculich stated that regardless of how the limit 15 indicators was decided, if we need more, we should include more. We can move some to another focus area or combine some. Dr. Schofer stated that the dashboard concept is useful in other regions. With the dashboard there can be four main indicators shown on the dashboard and then you can click to see what other indicators feed into the main indicator. Dr. Schofer asked who is going to measure the data to determine the indicator. Dr. Schofer stated the Virginia DOT dashboard is an excellent example.

Mr. Seglin also felt that transit and Amtrak are underrepresented. Mr. Seglin questioned why departures are positive indicators. He asked if arrivals are better indicators because it is people arriving in the region. Mayor Mulder pointed out that with the amount of connecting flights through the airports the question might be how you keep the arrivals and their business in this region.

Mr. Osborn posed the question why the region desires for a bus to be filled to capacity but does not tolerate the interstate system to be the same. Mr. Osborn stated that there that there should be further discussion on reliability.

Mr. Neufeld stated that available data for mode share indicators does not cover all trips. He questioned what would be good multi-modal data. He noted that facilitating multi-modal planning is one of the reasons MPOs exist. He recommended that there be an on-going effort to a commitment by the MPO to collecting reliable mode share data on a local level and to examine all types of trip, as requested by the Bicycle and Pedestrian Task Force.

A suggestion was made that highway operation are about mobility and accessibility and maybe accessibility should be aggregated to add other indicators. Mr. Heltne suggested that we look at trend lines, demand a reverse of the trend line in a positive direction and examine large planning issues.

Mr. Murtha asked that written comments be sent to him. He informed the committee that staff would look into the issues raised, prepare and distribute the revised information and the indicators by two weeks before the committee meets on September 26th.

10.0 The Stockholm Experience

Mr. McLaughlin discussed the trip that Metropolitan Planning Council and CMAP made to Stockholm. The presentation is available on the web at: <http://www.cmap.illinois.gov/transportation/minutes.aspx>.

11.0 Other Business

There was no other business.

12.0 Public Comment

No public comment.

13.0 Next Meeting

The next meeting is scheduled for September 26, 2008 at 9:30 a.m. in the Cook County Room.

14.0 Adjournment

A motion was made and seconded for adjournment. The meeting adjourned at 11:22 a.m.

Respectfully Submitted,



**Teri Dixon
Senior Planner
Staff Liaison**

Transportation Committee Members:

___ Charles Abraham	___ Fran Klaas	___ Mike Rogers
___ Vanessa Adams ***	___ Don Kopec	___ Joe Schofer
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Chris DiPalma ***	___ Mike McLaughlin	___ David Simmons
___ Rocky Donahue	___ Jan Metzger	___ Steve Strains
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___ Luann Hamilton*	___ Thomas Rickert	___ Rocco Zucchero

***Chair**

****Vice-Chair**

*****Non-voting**



Non-Exempt Projects Requiring a TIP Amendment
Transportation Committee Meeting of September 26, 2008

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-99-0113 SOUTH SUBURBAN COM 183RD STREET FROM US 45 LAGRANGE ROAD (COOK/TINLEY PARK) TO 80TH AVENUE (COOK/TINLEY PARK)	LINE ITEM	\$2,953	\$4,635	\$1,682	56.96%	Yes	No

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$11,149	\$2,953		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$12,038	\$4,635		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-96-0018 KANE COUNTY HIGHWAY DEPT	LINE ITEM	\$79,346	\$78,472	(\$874)	-1.10%	No	Yes
STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE/ST CHARLES TWP) TO EAST OF DUNHAM RD (KANE/ST CHARLES TWP) AND OVER FOX RIVER							

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	08	\$279	\$223	REMAINDER E2/ROW FOR INTE	
	GEN-OP	ROW ACQUISITION	08	\$3,500	\$0		
	GEN-OP	ENGINEERING-II	08	\$8,565	\$0		
	HPP	CONSTRUCTION	08	\$4,791	\$3,771		
	STP-C	CONSTRUCTION	08	\$1,874	\$1,500		
	DEM	CONSTRUCTION	09	\$5,625	\$4,500		
	HPP	CONSTRUCTION	09	\$99,765	\$66,610		
	STP-C	CONSTRUCTION	09	\$3,125	\$2,500		
	STP-E	IMPLEMENTATION	09	\$302	\$242	102182	
Financial Data After Revision	GEN-OP	ROW ACQUISITION	08	\$3,500	\$0		
	GEN-OP	ENGINEERING-II	08	\$8,565	\$0		
	HPP	CONSTRUCTION	08	\$4,791	\$3,771		
	STP-C	CONSTRUCTION	08	\$1,874	\$1,500		
	CMAQ	CONSTRUCTION	09	\$279	\$223	REMAINDER E2/ROW FOR INTE	
	DEM	CONSTRUCTION	09	\$5,625	\$4,500		
	HPP	CONSTRUCTION	09	\$107,984	\$63,186		
	STP-C	CONSTRUCTION	09	\$3,187	\$2,550		
	STP-E	CONSTRUCTION	09	\$302	\$242	102182	
	STP-L	CONSTRUCTION	09	\$3,350	\$2,500		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
GEN-OP	ROW ACQUISITION	12	\$7,000	\$0
STP-C	CONSTRUCTION	MYB	\$550	\$440

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-99-0106 LAKE COM	LINE ITEM	\$0	\$322	\$322	999.99%	Yes	Yes

ATKINSON ROAD FROM IL 120 BELVIDERE ROAD (LAKE/GRAYSLAKE) TO IL 83 137 (LAKE/GRAYSLAKE)

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	08	\$250	\$0		
Financial Data After Revision	HPP	ENGINEERING-II	08	\$403	\$322		
	MFT-ALL	ENGINEERING-II	08	\$250	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
HPP	CONSTRUCTION	MYB	\$9,300	\$4,478		
STP-L	CONSTRUCTION	MYB	\$4,910	\$3,437		

09-06-0067 CMAP	LINE ITEM	\$409	\$376	(\$33)	-8.07%	No	Yes
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RANDALL RD FROM MAIN ST (KANE) TO ORCHARD RD (KANE)

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	08	\$30	\$24		
	CMAQ	ENGINEERING	09	\$40	\$32		
	CMAQ	CONSTRUCTION	09	\$441	\$353		
Financial Data After Revision	CMAQ	ENGINEERING-II	08	\$40	\$32		A
	CMAQ	CONSTRUCTION	09	\$431	\$344		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0009 CMAP	LINE ITEM	\$729	\$729	\$0	0.00%	No	Yes
IL 31 RIVER ST FROM PRAIRIE ST (KANE/AURORA) TO NEW YORK ST (KANE/AURORA)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$911	\$729		
	ILL	CONSTRUCTION	11	\$600	\$0	1772150300 (H-RS PORTION) SA	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$271	\$217		A
	CMAQ	CONSTRUCTION	08	\$640	\$512		
	ILL	CONSTRUCTION	11	\$600	\$0	1772150300 (H-RS PORTION) SA	

11-03-0019 MCHENRY COUNTY HIGHWAY DEPT	LINE ITEM	\$10,724	\$10,724	\$0	0.00%	No	Yes
WALKUP RD FROM BULL VALLEY RD (MCHENRY/MCHENRY) TO IL 176 (MCHENRY/CRYSTAL LAKE)							

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$12,662	\$10,130	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	10	\$2,970	\$594	INTERSECTION IMPROVEMENT,	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$8,915	\$7,132	ROAD SEGMENT PORTION	
	CMAQ	ROW ACQUISITION	08	\$3,748	\$2,998	ROAD SEGMENT PORTION	A
	STP-L	CONSTRUCTION	10	\$2,970	\$594	INTERSECTION IMPROVEMENT,	

11-06-0041 CMAP	LINE ITEM	\$43	\$43	\$0	0.00%	No	Yes
US 14 FROM IL 176 (MCHENRY/CRYSTAL LAKE) TO WOODSTOCK ST (MCHENRY/CRYSTAL LAKE)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$54	\$43	ENG2/CONST	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$10	\$8	ENG2/CONST-REMAINDER	
	CMAQ	CONSTRUCTION	08	\$44	\$35		A

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Totals for	7 Projects		\$94,204	\$95,301	\$1,097	1.2%		



Exempt Projects Requiring a TIP Amendment
Transportation Committee Meeting of September 26, 2008

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
05-08-0015 IDOT-DOH DISTRICT 1 IL 50 CICERO AVENUE FROM ROOSEVELT ROAD (COOK/CICERO) TO PERSHING ROAD (COOK/CICERO)	NEW PROJECT		\$2,250	\$2,250	999.99%	Yes	Yes

Project Work Types After Revision: SIGNALS - MODERNIZATION

Financial Data Before Revision

Financial Data After Revision	HSIP	CONSTRUCTION	09	\$2,500	\$2,250	1780580000
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05-08-0016 WEST CENTRAL COM EAST AVENUE FROM ROOSEVELT ROAD (COOK/BERWYN) TO CERMAK ROAD (COOK/BERWYN)	NEW PROJECT		\$474	\$474	999.99%	Yes	Yes
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Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	\$790	\$474	
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05-08-0017 IDOT-OP&P CENTENNIAL TRAIL STAGE 2 FROM PORTAGE HISTORIC SITE (COOK/LYONS) TO 47TH ST/DES PLAINES RIVER (COOK/LYONS)	NEW PROJECT		\$430	\$430	999.99%	Yes	Yes
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Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision

Financial Data After Revision	STP-E	CONSTRUCTION	08	\$538	\$430	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
05-08-0018 IDOT-LOCAL ROADS	NEW PROJECT		\$766	\$766	999.99%	Yes	Yes
HODGKINS VARIOUS TOP PRIORITY PROJECTS							

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

Financial Data After Revision	HPP	CONSTRUCTION	11	\$958	\$766	1201490000
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06-02-0112 SOUTHWEST COM	LINE ITEM	\$441	\$445	\$4	0.91%	No	Yes
HARLEM AVENUE FROM 119TH STREET (COOK/PALOS HEIGHTS) TO 127TH STREET (COOK/PALOS HEIGHTS)							

Project Work Types After Revision: SAFETY - LIGHTING

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	08	\$40	\$28		
STP-L	CONSTRUCTION	10	\$591	\$413		

Financial Data After Revision

STP-L	ENGINEERING-I	09	\$45	\$32		
STP-L	CONSTRUCTION	10	\$591	\$413		

06-06-0009 SOUTHWEST COM	DELETE PROJECT	\$322		(\$322)	-100.00%	Yes	Yes
VARIOUS LOCATIONS CONSTRUCT STREETSCAPES (VARIOUS)							

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	ENGINEERING-I	08	\$63	\$51		
HPP	CONSTRUCTION	08	\$132	\$106	SP3	
HPP	CONSTRUCTION	08	\$176	\$141	SP2	
HPP	ENGINEERING-I	08	\$30	\$24	SP1	

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-08-0015 SOUTHWEST COM	LINE ITEM	\$595	\$596	\$1	0.17%	No	Yes
91ST STREET FROM PULASKI ROAD (COOK/EVERGREEN PK) TO KEDZIE AVE (COOK/EVERGREEN PK)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$850	\$595		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$765	\$536		
	STP-L	ENGINEERING-II	09	\$85	\$60		

06-08-0016 SOUTHWEST COM	LINE ITEM	\$226	\$256	\$30	13.27%	No	Yes
103RD STREET FROM IL 7 SOUTHWEST HIGHWAY (COOK/CHICAGO RIDGE) TO RIDGELAND AVENUE (COOK/CHICAGO RIDGE)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$365	\$226		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$328	\$230		
	STP-L	ENGINEERING-II	09	\$37	\$26		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-06-0010 SOUTHWEST COM VARIOUS LOCATIONS	CHANGE PROJECT	\$336	\$681	\$345	102.68%	Yes	Yes

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	08	\$155	\$124	P6	
	HPP	CONSTRUCTION	08	\$99	\$80	P5	
	HPP	ENGINEERING-I	08	\$43	\$35	P4	
	HPP	CONSTRUCTION	08	\$41	\$33	P3	
	HPP	ENGINEERING-I	08	\$37	\$30	P2	
	HPP	CONSTRUCTION	08	\$42	\$34	P1	
Financial Data After Revision	HPP	ENGINEERING-I	08	\$21	\$17		A
	HPP	ENGINEERING-II	08	\$98	\$73		A
	HPP	CONSTRUCTION	09	\$42	\$34		
	HPP	CONSTRUCTION	09	\$63	\$51		
	HPP	CONSTRUCTION	09	\$9	\$7		
	HPP	ENGINEERING-I	09	\$37	\$30		
	HPP	CONSTRUCTION	09	\$41	\$33		
	HPP	CONSTRUCTION	09	\$34	\$28		
	HPP	CONSTRUCTION	09	\$176	\$141		
	HPP	CONSTRUCTION	09	\$155	\$124		
	HPP	CONSTRUCTION	09	\$99	\$80		
	HPP	ENGINEERING-I	09	\$43	\$35		
	HPP	CONSTRUCTION	09	\$34	\$28		

07-08-0030 SOUTH SUBURBAN COM	LINE ITEM	\$273	\$273	999.99%	Yes	Yes
201ST STREET FROM TORRENCE AVENUE (COOK/LYNWOOD) TO BURNHAM AVENUE (COOK/LYNWOOD)						

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	\$390	\$273
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-08-0033 SOUTH SUBURBAN COM	LINE ITEM		\$885	\$885	999.99%	Yes	Yes
OAK PARK AVENUE FROM 159TH STREET (COOK/TINLEY PARK) TO 183RD STREET (COOK/TINLEY PARK)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	\$1,264	\$885	INCLUDES E3
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07-08-0044 IDOT-LOCAL ROADS	NEW PROJECT		\$660	\$660	999.99%	Yes	Yes
THORN CREEK DR OVER THORN CREEK (COOK/PARK FOREST)							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-I	09	\$80	\$64
	BRR	ENGINEERING-II	10	\$65	\$52
	BRR	CONSTRUCTION	11	\$620	\$496
	BRR	ENGINEERING	11	\$60	\$48

07-99-0028 SOUTH SUBURBAN COM	LINE ITEM	\$455	\$717	\$262	57.58%	No	Yes
170TH ST FROM SOUTH PARK AVE (COOK/SOUTH HOLLAND) TO I- 94 BISHOP FORD EWY (COOK/SOUTH HOLLAND)							

Project Work Types After Revision: SAFETY - RAILROAD CROSSING IMPROVEMENTS
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ROW ACQUISITION	08	\$1,000	\$105		
STP-L	ENGINEERING-II	08	\$500	\$350		
Financial Data After Revision	STP-L	ENGINEERING-II	08	\$500	\$350	
	STP-L	ENGINEERING-I	08	\$324	\$227	
	STP-L	ROW ACQUISITION	08	\$200	\$140	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-L	CONSTRUCTION	MYB	\$12,600	\$3,528
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-03-0011 IDOT-LOCAL ROADS THORNDALE AVE OVER SALT CREEK (DUPAGE)	LINE ITEM	\$740	\$3,002	\$2,262	305.68%	Yes	Yes

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	09	\$75	\$60	E3	
	BRR	CONSTRUCTION	09	\$850	\$680		
Financial Data After Revision	BRR	ENGINEERING	09	\$403	\$320		
	BRR	CONSTRUCTION	09	\$3,352	\$2,682		

08-08-0033 IDOT-DOH DISTRICT 1	NEW PROJECT	\$225	\$225	999.99%	Yes	Yes
IL 38 ROOSEVELT ROAD FROM FINLEY ROAD (DUPAGE/LOMBARD) TO WESTMORE ROAD / MEYER RD (DUPAGE/LOMBARD)						

Project Work Types After Revision: SIGNALS - MODERNIZATION

Financial Data Before Revision

Financial Data After Revision	HSIP	CONSTRUCTION	09	\$250	\$225	1780620000
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08-08-0034 IDOT-LOCAL ROADS	NEW PROJECT	\$488	\$488	999.99%	Yes	Yes
MAPLE ST OVER SPRING BROOK CREEK (DUPAGE/ITASCA)						

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-II	09	\$55	\$44
	BRR	ENGINEERING-I	09	\$85	\$68
	BRR	CONSTRUCTION	10	\$420	\$336
	BRR	ENGINEERING	10	\$50	\$40

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-98-0004 IDOT-DOH DISTRICT 1	LINE ITEM	\$1,600	\$2,800	\$1,200	75.00%	Yes	No
IL 53 OVER EAST BRANCH DUPAGE RIVER (DUPAGE/GLEN ELLYN)							

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	09	\$2,400	\$1,600	1710930300	
Financial Data After Revision	BRR	CONSTRUCTION	09	\$3,500	\$2,800	1710930300	
	ILL	ROW ACQUISITION	09	\$25	\$0	1717930351	

09-00-0021 KANE COM	LINE ITEM	\$1,433	\$840	(\$593)	-41.38%	No	Yes
DUNDEE AVE AT SUMMIT ST (KANE/ELGIN) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST							

Project Work Types After Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,200	\$840	FROM 09-03-0006	
	STP-L	CONSTRUCTION	11	\$1,725	\$593		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$1,200	\$840	FROM 09-03-0006	

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STP-L	CONSTRUCTION	12	\$1,725	\$593

09-02-0005 IDOT-LOCAL ROADS	LINE ITEM	\$1,940	\$2,340	\$400	20.62%	No	Yes
BIG TIMBER RD OVER TYLER CREEK (KANE)							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	ENGINEERING	09	\$275	\$220		
	BRR	CONSTRUCTION	09	\$2,150	\$1,720		
Financial Data After Revision	BRR	ROW ACQUISITION	08	\$500	\$400		
	BRR	CONSTRUCTION	09	\$2,150	\$1,720		
	BRR	ENGINEERING	09	\$275	\$220		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-04-0002 IDOT-LOCAL ROADS	LINE ITEM	\$1,424	\$4,251	\$2,827	198.53%	Yes	No
WOOD ST OVER BN RR AND INDIAN CREEK (KANE/AURORA)							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	ENGINEERING-II	08	\$100	\$80		
	BRR	ENGINEERING	09	\$180	\$144		
	BRR	CONSTRUCTION	09	\$1,500	\$1,200		
Financial Data After Revision	BRR	ENGINEERING-II	08	\$100	\$80		
	BRR	ENGINEERING	09	\$474	\$379		
	BRR	CONSTRUCTION	09	\$4,740	\$3,792		

09-07-0024 KANE COUNTY HIGHWAY DEPT	LINE ITEM	\$59	\$245	\$186	315.25%	Yes	No
COUNTY ENGINEER SALARY							

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-C	IMPLEMENTATION	08	\$59	\$59		
Financial Data After Revision	STP-C	IMPLEMENTATION	08	\$59	\$59		
	STP-C	IMPLEMENTATION	09	\$60	\$60		
	STP-C	IMPLEMENTATION	10	\$62	\$62		
	STP-C	IMPLEMENTATION	11	\$64	\$64		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP							
STP-C	IMPLEMENTATION	12	\$66	\$66			

09-08-0041 KANE COM	NEW PROJECT	\$315	\$315	999.99%	Yes	Yes
MCDONALD ROAD FROM BURLINGTON ROAD (KANE/CAMPTON HILLS) TO KENDALL ROAD (KANE/CAMPTON HILLS)						

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision					
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$419	\$315

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0042 KANE COUNTY DIVISION OF TRANSPORTA	NEW PROJECT		\$300	\$300	999.99%	Yes	Yes
BURR ROAD AT FERSON CREEK (KANE/ST CHARLES TWP) STRUCTURE # 045-3079;							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-I	09	\$130	\$104	
	BRR	ROW ACQUISITION	11	\$100	\$80	
	BRR	ENGINEERING-II	11	\$145	\$116	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
BRR	CONSTRUCTION	12	\$1,650	\$1,320	E3 INCLUDED	

09-08-0043 KANE COUNTY DIVISION OF TRANSPORTA	NEW PROJECT		\$1,276	\$1,276	999.99%	Yes	Yes
HINCKLEY ROAD AT BIG ROCK CREEK (KANE/BIG ROCK) STRUCTURE # 045-3104							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-I	09	\$106	\$84	
	BRR	ROW ACQUISITION	10	\$50	\$40	
	BRR	ENGINEERING-II	10	\$120	\$96	
	BRR	CONSTRUCTION	11	\$1,320	\$1,056	E3 INCLUDED

09-08-0045 KANE COUNTY DIVISION OF TRANSPORTA	NEW PROJECT		\$204	\$204	999.99%	Yes	Yes
PRAIRIE STREET AT BLACKBERRY CREEK (KANE/SUGAR GROVE) STRUCTURE # 045-3094							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-I	09	\$100	\$80	
	BRR	ENGINEERING-II	11	\$105	\$84	
	BRR	ROW ACQUISITION	11	\$50	\$40	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
BRR	CONSTRUCTION	12	\$475	\$380	E3 INCLUDED	

Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0046 KANE COUNTY DIVISION OF TRANSPORTA	NEW PROJECT				\$1,172	\$1,172	999.99%	Yes	Yes
CH 62 DAUBERMAN ROAD AT WELCH CREEK (KANE/BIG ROCK)									
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE									
Financial Data Before Revision									
Financial Data After Revision									
	BRR	ENGINEERING-I	09	\$100	\$80				
	BRR	ENGINEERING-II	10	\$105	\$84				
	BRR	ROW ACQUISITION	10	\$50	\$40				
	BRR	CONSTRUCTION	11	\$1,210	\$968	E3 INCLUDED			
09-08-0047 KANE COUNTY DIVISION OF TRANSPORTA	NEW PROJECT				\$1,544	\$1,544	999.99%	Yes	Yes
CH 78 BLISS ROAD AT BLACKBERRY CREEK (KANE/SUGAR GROVE)									
Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE									
Financial Data Before Revision									
Financial Data After Revision									
	BRR	ENGINEERING-I	09	\$150	\$120				
	BRR	ENGINEERING-II	10	\$158	\$126				
	BRR	ROW ACQUISITION	10	\$105	\$84				
	BRR	CONSTRUCTION	11	\$1,518	\$1,214	E3 INCLUDED			
09-08-0049 KANE COM	NEW PROJECT				\$632	\$632	999.99%	Yes	Yes
DOUGLAS ROAD FROM MONTGOMERY ROAD (KENDALL/MONTGOMERY) TO US 30 (KENDALL/MONTGOMERY)									
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)									
Financial Data Before Revision									
Financial Data After Revision									
	GEN-OP	ENGINEERING-II	09	\$73	\$0				
	STP-L	CONSTRUCTION	09	\$841	\$632				

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0051 KANE COM	NEW PROJECT		\$0	\$0	0.00%	No	No
KANEVILLE ROAD FROM CH 34 RANDALL ROAD (KANE/GENEVA) TO IL 38 STATE STREET (KANE/GENEVA)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	GEN-OP ENGINEERING-II	11	\$92	\$0
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	CONSTRUCTION	MYB	\$1,064	\$798

09-08-0053 KANE COM	NEW PROJECT		\$700	\$700	999.99%	Yes	Yes
IL 58 SUMMIT STREET FROM DUNDEE AVENUE (KANE/ELGIN) TO HIAWATHA DR (KANE/ELGIN)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	GEN-OP ENGINEERING-II	09	\$81	\$0
	STP-L CONSTRUCTION	09	\$933	\$700

09-08-0054 KANE COM	NEW PROJECT		\$0	\$0	0.00%	No	No
SUNDOWN ROAD FROM CH 18 MCLEAN BLVD (KANE/SOUTH ELGIN) TO IL 31 FOX STREET (KANE/SOUTH ELGIN)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	GEN-OP ENGINEERING-II	09	\$53	\$0
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	CONSTRUCTION	MYB	\$968	\$726

09-08-0055 KANE COM	NEW PROJECT		\$593	\$593	999.99%	Yes	Yes
WILSON STREET FROM RANDALL ROAD (KANE/BATAVIA) TO IL 31 (KANE/BATAVIA)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	STP-L CONSTRUCTION	09	\$790	\$593
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0056 KANE COM	NEW PROJECT		\$360	\$360	999.99%	Yes	Yes
FARNSWORTH AVENUE FROM MOLITOR ROAD (KANE/AURORA) TO RECKINGER ROAD (KANE/AURORA)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	\$480	\$360
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09-08-0057 KANE COM	NEW PROJECT	\$120	\$120	999.99%	Yes	Yes
W MAIN ST FROM WESTERN AVE (KANE/CARPENTERSVILLE) TO WASHINGTON ST (KANE/CARPENTERSVILLE) N WASHINGTON ST: WILLIAMS ST TO MAIN ST						

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	\$160	\$120
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10-08-0043 IDOT-DOH DISTRICT 1	NEW PROJECT	\$370	\$370	999.99%	Yes	Yes
IL 60 FROM IL 21 MILWAUKEE AVE (E OF) (LAKE/METTAWA) TO I- 94 TRI-STATE TOLLWAY (E OF) (LAKE/METTAWA)						

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	NHS	CONSTRUCTION	09	\$1,850	\$370	1776670000
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11-03-0001 MCHENRY COM	LINE ITEM	\$1,000	\$1,129	\$129	12.90%	No	Yes
CRYSTAL LAKE AVE AT PINGREE RD/TERRA COTTA RD (MCHENRY/CRYSTAL LAKE) NUNDA & ALGONQUIN TWP							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,006	\$1,000		
Financial Data After Revision	SEC117	ENGINEERING-II	08	\$129	\$129		
	STP-L	CONSTRUCTION	09	\$2,006	\$1,000		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-08-0011 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$5,360	\$5,360	999.99%	Yes	Yes
IL 394 BISHOP FORD EXPY FROM IL 1 PLUM CREEK / DIXIE HWY (WILL/CRETE TWP) TO GOODENOW ROAD (SOUTH OF) (WILL/CRETE TWP) INTERSECTION RECONSTRUCTION: ME							

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS
NOISE ATTENUATION
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$6,700	\$0	1763520100	
Financial Data After Revision	STP-U	CONSTRUCTION	09	\$3,350	\$2,680	1763520100	
	STP-U	CONSTRUCTION	09	\$3,350	\$2,680	1763520101;	

12-08-0035 IDOT-LOCAL ROADS	NEW PROJECT			\$1,920	\$1,920	999.99%	Yes	Yes
BLACK RD OVER DESPLAINES RIVER								

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-I	09	\$80	\$64	
	BRR	ENGINEERING-II	10	\$100	\$80	
	BRR	ENGINEERING	11	\$220	\$176	
	BRR	CONSTRUCTION	11	\$2,000	\$1,600	

12-08-0036 IDOT-LOCAL ROADS	NEW PROJECT			\$2,704	\$2,704	999.99%	Yes	Yes
BRANDON RD OVER DESPLAINES RIVER (WILL)								

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	BRR	ENGINEERING-II	09	\$250	\$200	
	BRR	CONSTRUCTION	09	\$2,830	\$2,264	
	BRR	ENGINEERING	09	\$300	\$240	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
13-95-0001 IDOT-DOH DISTRICT 1 REGIONWIDE VARIOUS LOCATIONS	LINE ITEM	\$9,090	\$4,800	(\$4,290)	-47.19%	Yes	No

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	08	\$6,100	\$5,490		
	HSIP	CONSTRUCTION	08	\$4,000	\$3,600		
Financial Data After Revision	STP-U	CONSTRUCTION	08	\$1,600	\$1,600		
	HSIP	CONSTRUCTION	09	\$1,600	\$1,600		
	HSIP	CONSTRUCTION	10	\$1,600	\$1,600		

01-01-0009 CMAP	LINE ITEM	\$2,084	\$2,084	\$0	0.00%	No	Yes
BIKE FAC-CHICAGO-NAVY PIER FLYOVER FROM JANE ADDAMS PARK (COOK/CHICAGO) TO CHICAGO RIVER (COOK/CHICAGO) NAVY PIER FLYOVER							

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$2,605	\$2,084		
	ILL	CONSTRUCTION	08	\$3,880	\$0	BRIDGE CONSTRUCTION	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$1,821	\$1,456		
	CMAQ	ENGINEERING-II	08	\$784	\$628		A
	ILL	CONSTRUCTION	08	\$3,880	\$0	BRIDGE CONSTRUCTION	

02-05-0002 CMAP	LINE ITEM	\$927	\$995	\$68	7.34%	No	Yes
GREEN BAY RD FROM LAKE AVE (COOK/WILMETTE) TO WILMETTE AVE (COOK/WILMETTE)							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,158	\$927	ENG2/CONST	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$88	\$70	REMAINDER	
	CMAQ	CONSTRUCTION	08	\$1,156	\$925		A

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-04-0001 LAKE COUNTY DOT	LINE ITEM	\$684	\$586	(\$98)	-14.33%	No	Yes
IL 131 GREEN BAY RD AT WADSWORTH (LAKE/BEACH PARK)							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$505	\$404	ENG2/CONST	
	STP-C	ENGINEERING-II	08	\$305	\$280		
Financial Data After Revision	CMAQ	ENGINEERING-II	08	\$383	\$306		A
	STP-C	ENGINEERING-II	08	\$305	\$280		

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STP-C	CONSTRUCTION	12	\$5,000	\$3,211		
STP-C	CONSTRUCTION	12	\$500	\$321		

10-05-0005 CMAP	LINE ITEM	\$620	\$623	\$3	0.48%	No	Yes
HUNT CLUB RD AT WADSWORTH RD (LAKE/OLD MILL CREEK)							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$776	\$620	ENG2/ROW/CONST	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$510	\$407	ENG2/ROW/CONST	
	CMAQ	ENGINEERING-II	08	\$266	\$216		A

Totals for 44 Projects		\$23,976	\$50,411	\$26,435	110.3%		
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Non-Exempt Projects with Modifications

Transportation Committee Meeting of September 26, 2008

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-00-0041 DUPAGE COM	LINE ITEM	\$709	\$488	(\$221)	-31.17%	No	No
75TH ST EXTENSION FROM IL 83 (DUPAGE/WILLOWBROOK) TO MADISON ST (DUPAGE/WILLOWBROOK)							

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$1,375	\$709		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$697	\$488		A

08-08-0003 CMAP	CHANGE PROJECT	\$384	\$632	\$248	64.58%	No	No
LEMONT RD FROM PLAINFIELD RD/ 83RD ST (DUPAGE/DARIEN) TO 97TH ST (DUPAGE/UNINC) NAPERVILLE RD FROM ELM ST TO DANADA DR, DUPAGE, WHEATON							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$480	\$384		
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$813	\$632		

09-08-0044 IDOT-DOH DISTRICT 3	CHANGE PROJECT	\$960	\$960	\$0	0.00%	No	No
US 34 FROM GLETTY ROAD (KENDALL/SANDWICH) TO CHILTON WAY (KENDALL/PLANO)							

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-I	08	\$600	\$480		
	HPP	ENGINEERING-I	09	\$600	\$480		
Financial Data After Revision	HPP	ENGINEERING-I	08	\$600	\$480		
	HPP	ENGINEERING-I	09	\$600	\$480		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-04-0001 CMAP	LINE ITEM	\$126	\$22	(\$104)	-82.54%	No	No
US 12 20 95TH ST FROM 88TH AVE (COOK/HICKORY HILLS) TO 96TH AVE (COOK/HICKORY HILLS)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$156	\$126	REMAINDER	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$27	\$22	REMAINDER	A

09-05-0004 CMAP	LINE ITEM	\$915	\$915	\$0	0.00%	No	No
FABYAN PWY FROM WESTERN AVE (KANE/BATAVIA) TO KANE CO BORDER (KANE/BATAVIA)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$751	\$601		A
	CMAQ	CONSTRUCTION	08	\$393	\$314	BALANCE	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$173	\$138	BALANCE	
	CMAQ	CONSTRUCTION	08	\$971	\$777		A

12-06-0003 CMAP	LINE ITEM	\$358	\$358	\$0	0.00%	No	No
ESSINGTON RD FROM HENNEPIN DR (WILL/JOLIET) TO US 52 JEFFERSON ST (WILL/JOLIET)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$375	\$300		A
	CMAQ	CONSTRUCTION	08	\$72	\$58	BALANCE	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$35	\$28	BALANCE	
	CMAQ	CONSTRUCTION	08	\$413	\$330		A

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-04-0001 CMAP	LINE ITEM	\$112	\$112	\$0	0.00%	No	No
IL 171 ARCHER AVE FROM SMITH RD (WILL) TO 143RD ST (WILL)							

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$140	\$112		
	ILL	CONSTRUCTION	08	\$53	\$0	1770620000	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$140	\$112		A
	ILL	CONSTRUCTION	08	\$53	\$0	1770620000	

Totals for	7 Projects			\$3,564	\$3,487	(\$77)	-2.2%
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-07-0021 IDOT District 1 Division of Highways	LINE ITEM	\$2,250	\$2,250	\$0	0.00%	No	No
I- 94 DAN RYAN EXWY FROM 31ST STREET (COOK/CHICAGO) TO I- 57 (NB & SB) (COOK/CHICAGO)							

Project Work Types After Revision: ENHANCEMENT - LANDSCAPING
SAFETY - LIGHTING
SAFETY - FENCING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	08	\$615	\$0	1748230572	
	ILL	CONSTRUCTION	08	\$455	\$0	A-LTS; 71ST TO I-57; 1650	
	ILL	CONSTRUCTION	08	\$815	\$0	1748230577; E-LS, GATEWAY (IL	
	ILL	CONSTRUCTION	08	\$2,660	\$0	1748231625	
	ILL	CONSTRUCTION	08	\$420	\$0	1748231626	
	ILL	CONSTRUCTION	08	\$250	\$0	1748231631	
	ILL	CONSTRUCTION	08	\$430	\$0	1748231632	
	ILL	CONSTRUCTION	08	\$770	\$0	1748231624	
	ILL	CONSTRUCTION	08	\$715	\$0	1748231630	
	ILL	CONSTRUCTION	08	\$80	\$0	31ST TO MLKDR/HALSTED	
	ILL	CONSTRUCTION	08	\$663	\$0	1748230573	
	I-M	CONSTRUCTION	08	\$1,400	\$1,260	E-LS; 1748230570	
	I-M	CONSTRUCTION	08	\$1,100	\$990	E-LS; 1748230571	
	ILL	CONSTRUCTION	09	\$650	\$0	1610 97TH TO 95TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$860	\$0	1615 63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$530	\$0	1617/59TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$330	\$0	1618/47TH TO 59TH ST Z-OTHE	
	ILL	CONSTRUCTION	09	\$862	\$0	1609 95TH Z00THEX/A-FNC	
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$190	\$0	1635/47TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$666	\$0	1619/47TH ST TO 59TH ST Z-OT	
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574		
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH ZOOTHEX/A-		
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$565	\$0	1616 63RD TO 71ST Z-OTHEX/A-		
Financial Data After Revision	ILL	CONSTRUCTION	08	\$663	\$0	1748230573		
	ILL	CONSTRUCTION	08	\$250	\$0	1748231631		
	ILL	CONSTRUCTION	08	\$2,660	\$0	1748231625		
	ILL	CONSTRUCTION	08	\$615	\$0	1748230572		
	ILL	CONSTRUCTION	08	\$455	\$0	A-LTS; 71ST TO I-57; 1650		
	ILL	CONSTRUCTION	08	\$815	\$0	1748230577; E-LS, GATEWAY (IL		
	ILL	CONSTRUCTION	08	\$420	\$0	1748231626		
	ILL	CONSTRUCTION	08	\$430	\$0	1748231632		
	ILL	CONSTRUCTION	08	\$770	\$0	1748231624		
	ILL	CONSTRUCTION	08	\$715	\$0	1748231630		
	ILL	CONSTRUCTION	08	\$80	\$0	31ST TO MLKDR/HALSTED		
	I-M	CONSTRUCTION	08	\$1,100	\$990	E-LS; 1748230571		
	I-M	CONSTRUCTION	08	\$1,400	\$1,260	E-LS; 1748230570		
	ILL	CONSTRUCTION	09	\$860	\$0	1615 63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$730	\$0	1748230576 - GATEWAY		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230575 - GATEWAY		
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$330	\$0	1618/47TH TO 59TH ST Z-OTHE		
	ILL	CONSTRUCTION	09	\$862	\$0	1609 95TH ZOOTHEX/A-FNC		
	ILL	CONSTRUCTION	09	\$190	\$0	1635/47TH TO 63RD Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC		
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574		
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$650	\$0	1610 97TH TO 95TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$666	\$0	1619/47TH ST TO 59TH ST Z-OT		
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$565	\$0	1616 63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$530	\$0	1617/59TH TO 63RD Z-OTHEX/A-		

Project:				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH ZOOTHES/A-			
03-06-0007	NORTHWEST COM		CHANGE PROJECT	\$2,548	\$2,548	\$0	0.00%	No	No
DEVON AVE AT ARLINGTON HEIGHTS RD (COOK/ELK GROVE VILLAGE) SHARED INTERSECTION LOCATION: ITASCA									
Project Work Types After Revision:		SAFETY - LIGHTING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		STP-L	CONSTRUCTION	08	\$3,700	\$2,548			
Financial Data After Revision		STP-L	CONSTRUCTION	08	\$3,700	\$2,548	INCLUDES E3		
04-05-0005	NORTH CENTRAL COM		LINE ITEM	\$800	\$808	\$8	1.00%	No	No
25TH AVE FROM WAVELAND AVE (COOK/SCHILLER PARK) TO LAWRENCE (COOK/SCHILLER PARK)									
Project Work Types After Revision:		HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		STP-L	CONSTRUCTION	09	\$1,000	\$800			
Financial Data After Revision		STP-L	CONSTRUCTION	09	\$1,009	\$808	INCLUDES E3		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
05-00-0103 WEST CENTRAL COM	CHANGE PROJECT	\$3,561	\$3,561	\$0	0.00%	No	No
BLUFF AVE FROM BURLINGTON AVE (COOK/LA GRANGE) TO 47TH ST (COOK/LA GRANGE)							

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
ADA - FACILITY IMPROVEMENTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$1,640	\$1,148		
	STP-L	ENGINEERING	08	\$136	\$96		
	STP-L	CONSTRUCTION	09	\$2,186	\$1,246		
	STP-L	ENGINEERING	09	\$183	\$128		
	STP-L	CONSTRUCTION	10	\$1,777	\$847		
	STP-L	ENGINEERING	10	\$137	\$96		
Financial Data After Revision	STP-L	ENGINEERING	09	\$136	\$96	COSSITT TO BURLINGTON	
	STP-L	CONSTRUCTION	09	\$2,186	\$1,246	STAGE 2: E OF BLUFF TO EXIST	
	STP-L	CONSTRUCTION	09	\$1,640	\$1,148	COSSITT TO BURLINGTON	A
	STP-L	ENGINEERING	09	\$183	\$128	STAGE 2: E OF BLUFF TO EXIST	
	STP-L	CONSTRUCTION	10	\$1,777	\$847	STAGE 3: 47TH TO COSSITT	
	STP-L	ENGINEERING	10	\$137	\$96	STAGE 3: 47TH TO COSSITT	

06-02-0113 SOUTHWEST COM	LINE ITEM	\$2,536	\$2,536	\$0	0.00%	No	No
76TH AVENUE- PART 2 OF 3 FROM IL 83 119TH STREET (COOK/PALOS HEIGHTS) TO 127TH STREET (COOK/PALOS HEIGHTS)							

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-I	08	\$47	\$33		
	STP-L	CONSTRUCTION	08	\$2,271	\$1,590	INCLUDES E3	A
	STP-L	ENGINEERING-II	10	\$69	\$48		
	STP-L	CONSTRUCTION	11	\$1,236	\$865		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$2,271	\$1,590	INCLUDES E3	A
	STP-L	ENGINEERING-I	09	\$47	\$33		
	STP-L	ENGINEERING-II	10	\$69	\$48		
	STP-L	CONSTRUCTION	11	\$1,236	\$865		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-06-0016 SOUTHWEST COM	LINE ITEM	\$2,640	\$2,640	\$0	0.00%	No	No
IL 43 HARLEM AVE FROM 63RD ST (COOK/BEDFORD PARK) TO 183RD ST (COOK/TINLEY PARK)							

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS
ENHANCEMENT - LANDSCAPING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	08	\$2,970	\$2,376		
	HPP	ENGINEERING-II	08	\$330	\$264		
Financial Data After Revision	HPP	ENGINEERING-II	09	\$330	\$264		
	HPP	CONSTRUCTION	09	\$2,970	\$2,376		

06-08-0020 SOUTHWEST COM	LINE ITEM	\$560	\$525	(\$35)	-6.25%	No	No
127TH STREET FROM NEW AVENUE (COOK/LEMONT) TO SMITH ROAD (COOK/LEMONT)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$750	\$525		
	STP-L	ENGINEERING-II	09	\$50	\$35		
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$50	\$35		
	STP-L	CONSTRUCTION	09	\$700	\$490		

06-08-0022 SOUTHWEST COM	LINE ITEM	\$371	\$371	\$0	0.00%	No	No
115TH STREET FROM RIDGELAND AVENUE (COOK/WORTH) TO HARLEM AVENUE (COOK/WORTH)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$530	\$371		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$530	\$371		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-03-0016 SOUTH SUBURBAN COM		LINE ITEM	\$980	\$1,225	\$245	25.00%	No	No
MAIN ST FROM CHICAGO HEIGHTS-GLENWOOD RD (COOK/GLENWOOD) TO CAMPBELL ST (COOK/GLENWOOD) N. MAIN ST TO STATE ST								
Project Work Types After Revision:		HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	08	\$1,400	\$980		
Financial Data After Revision		STP-L	CONSTRUCTION	08	\$2,150	\$1,225	INCLUDES E3	
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07-06-0016 SOUTH SUBURBAN COM		LINE ITEM	\$1,884	\$1,884	\$0	0.00%	No	No
STATE ST AT 168TH ST (COOK/SOUTH HOLLAND)								
Project Work Types After Revision:		SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	ROW ACQUISITION	08	\$185	\$130		
		STP-L	CONSTRUCTION	10	\$2,505	\$1,754	E3	
Financial Data After Revision		STP-L	ROW ACQUISITION	08	\$185	\$130		
		ILL	CONSTRUCTION	09	\$500	\$0	INCLUDES E3	
		STP-L	CONSTRUCTION	09	\$2,505	\$1,754	INCLUDES E3	
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07-08-0022 SOUTH SUBURBAN COM		LINE ITEM	\$169	\$260	\$91	53.85%	No	No
MARSHFIELD AVENUE FROM 119TH STREET (COOK/CALUMET PARK) TO ASHLAND AVENUE (COOK/CALUMET PARK)								
Project Work Types After Revision:		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	08	\$242	\$169		
Financial Data After Revision		STP-L	CONSTRUCTION	08	\$372	\$260		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-08-0023 SOUTH SUBURBAN COM	LINE ITEM	\$623	\$769	\$146	23.43%	No	No
ASHLAND AVENUE FROM DIXIE HIGHWAY (COOK/CHICAGO HEIGHTS) TO LINCOLN HIGHWAY (COOK/CHICAGO HEIGHTS)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$890	\$623		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$1,098	\$769		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-08-0024 SOUTH SUBURBAN COM	LINE ITEM	\$693	\$833	\$140	20.20%	No	No
RIDGE ROAD FROM IL 83 TORRENCE AVENUE (COOK/LANSING) TO IL/IN STATE LINE (COOK/LANSING)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$1,100	\$693		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$1,190	\$833		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-08-0025 SOUTH SUBURBAN COM	LINE ITEM	\$693	\$826	\$133	19.19%	No	No
144TH STREET FROM HALSTED STREET (COOK/RIVERDALE) TO INDIANA AVENUE (COOK/RIVERDALE)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$990	\$693		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$1,180	\$826		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-06-0023 DUPAGE COM	LINE ITEM	\$861	\$734	(\$127)	-14.75%	No	No
WEST SUNSET DRIVE FROM WESTWOOD AVENUE (DUPAGE/VILLA PARK) TO ADDISON RD (DUPAGE/VILLA PARK)							

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$1,296	\$861		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$1,049	\$734		A

08-06-0024 DUPAGE COM	LINE ITEM	\$286	\$208	(\$78)	-27.27%	No	No
NORTH ARDMORE AVE FROM IL 64 NORTH AVE (DUPAGE/VILA PARK) TO UNION OPACIFIC RAILROAD (DUPAGE/VILLA PARK)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$409	\$286		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$300	\$208		A

08-07-0005 DUPAGE COM	LINE ITEM	\$760	\$767	\$7	0.92%	No	No
NAPER BOULEVARD FROM US 34 OGDEN AVENUE (DUPAGE/NAPERVILLE) TO CHICAGO AVENUE (DUPAGE/NAPERVILLE)							

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$1,086	\$760		
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$1,095	\$767		A

09-00-0018 KANE COM	LINE ITEM	\$1,868	\$1,868	\$0	0.00%	No	No
VAN BUREN ST FROM BARRINGTON AVE (KANE/EAST DUNDEE) TO FOX RIVER DR (KANE/EAST DUNDEE)							

Project Work Types After Revision: HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,490	\$1,868		
Financial Data After Revision	STP-L	CONSTRUCTION	10	\$2,490	\$1,868		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-00-0028 KANE COM	LINE ITEM	\$2,343	\$2,343	\$0	0.00%	No	No
GAME FARM RD/SOMONAUKE ST FROM US 34 (KENDALL/YORKVILLE) TO IL 47 (KENDALL/YORKVILLE)							

Project Work Types After Revision: PEDESTRIAN FACILITY
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ROW ACQUISITION	09	\$350	\$175		
	STP-L	CONSTRUCTION	10	\$4,730	\$2,168		
Financial Data After Revision	STP-L	ROW ACQUISITION	09	\$350	\$175		
	STP-L	CONSTRUCTION	11	\$4,730	\$2,168		

11-06-0016 IDOT-DOH DISTRICT 1	LINE ITEM	\$3,720	\$3,682	(\$38)	-1.02%	No	No
IL 23 AT KISWAUKEE RIVER (MCHENRY/MARENGO)							

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	08	\$665	\$532	1772320201	
	BRR	CONSTRUCTION	09	\$3,985	\$3,188	1772320200	
Financial Data After Revision	BRR	CONSTRUCTION	09	\$3,985	\$3,188	1772320200	
	BRR	CONSTRUCTION	09	\$618	\$494	1772320201	

01-94-0092 CMAP	LINE ITEM	\$2,360	\$2,357	(\$3)	-0.13%	No	No
BIKE FAC-CHICAGO-LANE STRIPING AT (COOK/CHICAGO) VARIOUS LOCATIONS							

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,250	\$1,000	ENG1/ENG2/CONST	
	CMAQ	IMPLEMENTATION	08	\$125	\$100	ENG1/ENG2/CONST/IMP	
	CMAQ	IMPLEMENTATION	08	\$1,575	\$1,260		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$218	\$174	ENG1/ENG2/CONST/IMP	A
	CMAQ	IMPLEMENTATION	08	\$1,154	\$923	ENG1/ENG2/CONST	
	CMAQ	IMPLEMENTATION	08	\$1,575	\$1,260		

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-96-0010 CMAP			LINE ITEM	\$500	\$500	\$0	0.00%	No	No
PED FAC-CHICAGO-DOWNTOWN PEDWAY AT (COOK/CHICAGO)									
Project Work Types After Revision:		PEDESTRIAN FACILITY							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		CMAQ	IMPLEMENTATION	08	\$1,395	\$500	ENG/CONST		
Financial Data After Revision		CMAQ	IMPLEMENTATION	08	\$124	\$99		A	
		CMAQ	IMPLEMENTATION	08	\$501	\$401	ENG/CONST		
01-08-0005 CMAP			LINE ITEM	\$414	\$414	\$0	0.00%	No	No
CHICAGO PUBLIC SCHOOLS SCHOOL BUS RETROFIT									
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		CMAQ	IMPLEMENTATION	08	\$518	\$414			
Financial Data After Revision		CMAQ	IMPLEMENTATION	08	\$518	\$414		A	
01-94-0045 CMAP			LINE ITEM	\$350	\$353	\$3	0.86%	No	No
BIKE FAC-CHICAGO-RACKS AND LOCKERS AT (COOK/CHICAGO)									
Project Work Types After Revision:		BICYCLE FACILITY							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		CMAQ	IMPLEMENTATION	08	\$438	\$350	ENG2/CONST/IMP		
Financial Data After Revision		CMAQ	IMPLEMENTATION	08	\$441	\$353	ENG2/CONST/IMP		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-96-0008 CMAP		LINE ITEM	\$17,440	\$17,440	\$0	0.00%	No	No
CLARK/DIVISION STATION - RED LINE AT (COOK/CHICAGO)								
Project Work Types After Revision:		CPS - COMMUNICATIONS ADA - FACILITY IMPROVEMENTS RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
	CMAQ	ENGINEERING-I	08	\$1,000	\$800			
	CMAQ	CONSTRUCTION	09	\$12,050	\$9,640			
	CMAQ	CONSTRUCTION	10	\$8,750	\$7,000			
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$1,000	\$800		A	
	CMAQ	CONSTRUCTION	09	\$12,050	\$9,640			
	CMAQ	CONSTRUCTION	10	\$8,750	\$7,000			
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03-06-0033 CMAP		LINE ITEM	\$184	\$184	\$0	0.00%	No	No
MT PROSPECT RD/WOLF RD AT (COOK/DES PLAINES) SIDEWALKS								
Project Work Types After Revision:		PEDESTRIAN FACILITY						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
	CMAQ	IMPLEMENTATION	08	\$230	\$184	ENG2/CONST		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$230	\$184	ENG2/CONST	A	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-08-0004 CMAP	LINE ITEM	\$572	\$572	\$0	0.00%	No	No
ARLINGTON PARK TRAINSTATION BICYCLE LANE EXTENSION							

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ROW ACQUISITION	08	\$100	\$80		
	CMAQ	ENGINEERING-II	08	\$45	\$36		
	CMAQ	ENGINEERING-I	08	\$45	\$36		
	CMAQ	CONSTRUCTION	09	\$525	\$420		
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$56	\$45		A
	CMAQ	ENGINEERING-II	08	\$34	\$27		
	CMAQ	ROW ACQUISITION	08	\$100	\$80		
	CMAQ	CONSTRUCTION	09	\$525	\$420		

05-06-0004 CMAP	LINE ITEM	\$171	\$171	\$0	0.00%	No	No
WESTERN SPRINGS STATION COMMUTER PARKING-BNSF AT (COOK/WESTERN SPRINGS) WOLF RD AND HILLGROVE AVE							

Project Work Types After Revision: PARKING - EXPAND NUMBER OF SPACES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$712	\$149		
	CMAQ	ENGINEERING-II	08	\$28	\$22		A
Financial Data After Revision	CMAQ	ENGINEERING-II	08	\$28	\$22		A
	CMAQ	CONSTRUCTION	08	\$712	\$149		A

06-04-0002 CMAP	LINE ITEM	\$13	\$13	\$0	0.00%	No	No
121ST ST AND 80TH AVE PEDESTRIAN PATH AT (COOK/PALOS PARK) 121ST FROM SOUTHWEST HWY TO 80TH AVE AND 80TH AVE FROM SOUTHWEST HWY TO 123RD ST							

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$19	\$13		
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$17	\$12	REMAINDER	
	CMAQ	CONSTRUCTION	08	\$2	\$1		A

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-05-0003 CMAP	LINE ITEM	\$882	\$882	\$0	0.00%	No	No
COLLEGE OF DUPAGE CONNECTOR AT (DUPAGE)							

Project Work Types After Revision: OPERATIONS - TRANSIT OPERATING ASSISTANCE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,103	\$882	YR2	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$1,103	\$882	YR2	A

08-07-0013 DUPAGE COM	LINE ITEM	\$1,041	\$1,041	\$0	0.00%	No	No
KUHNS ROAD FROM LIES ROAD (DUPAGE/CAROL STREAM) TO GREAT WESTERN TRAIL (DUPAGE/CAROL STREAM)							

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	08	\$75	\$60		
	CMAQ	ROW ACQUISITION	08	\$141	\$113		
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	STP-L	CONSTRUCTION	11	\$1,050	\$788		
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$75	\$60		A
	CMAQ	ROW ACQUISITION	08	\$119	\$95		A
	CMAQ	ROW ACQUISITION	08	\$22	\$18	REMAINDER ENG1/ROW	
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	STP-L	CONSTRUCTION	11	\$1,050	\$788		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP							
CMAQ	CONSTRUCTION	12	\$150	\$120			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0005 CMAP	LINE ITEM	\$3,325	\$3,325	\$0	0.00%	No	No
IL 31 AT HUNTLEY RD (KANE/CARPENTERSVILLE)							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	08	\$298	\$238		
	CMAQ	ROW ACQUISITION	09	\$325	\$250		
	CMAQ	ENGINEERING-II	09	\$238	\$200		
	CMAQ	CONSTRUCTION	10	\$3,296	\$2,637		
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$296	\$237		A
	CMAQ	ROW ACQUISITION	09	\$313	\$250		
	CMAQ	ENGINEERING-II	09	\$251	\$201		
	CMAQ	CONSTRUCTION	10	\$3,296	\$2,637		

10-06-0065 CMAP	LINE ITEM	\$998	\$998	\$0	0.00%	No	No
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WAUKEGAN/NORTH CHICAGO FROM (LAKE/WAUKEGAN) TO (LAKE/NORTH CHICAGO) LAKE FRONT BIKE PATH

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	08	\$100	\$80		
	CMAQ	CONSTRUCTION	08	\$1,000	\$800		
	CMAQ	ENGINEERING-I	08	\$148	\$118		
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$110	\$88		A
	CMAQ	CONSTRUCTION	08	\$1,000	\$800		
	CMAQ	ENGINEERING-II	08	\$138	\$110		

04-06-0032 CMAP	LINE ITEM	\$74	\$74	\$0	0.00%	No	No
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UNION RIDGE ELEMENTARY SCHOOL AT (COOK/HARWOOD HEIGHTS) PEDESTRIAN FACILITY IMPROVEMENT PLAN

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$93	\$74		
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$93	\$74		A

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
04-06-0034 CMAP		LINE ITEM	\$277	\$278	\$1	0.36%	No	No
WOLF RD AT SOFFEL AVE (COOK/NORTHLAKE) SIDEWALKS								
Project Work Types After Revision:		PEDESTRIAN FACILITY HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	08	\$347	\$277		
Financial Data After Revision		CMAQ	CONSTRUCTION	08	\$311	\$249		A
		CMAQ	CONSTRUCTION	08	\$36	\$29	REMAINDER	
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05-06-0003 CMAP		LINE ITEM	\$217	\$217	\$0	0.00%	No	No
SALT CREEK PED BRIDGE AT BROOKFIELD AVE (COOK/BROOKFIELD) CONNECTING BROOKFIELD METRA STATION AND PARKING (BNSF)								
Project Work Types After Revision:		PEDESTRIAN FACILITY						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	08	\$271	\$217		
Financial Data After Revision		CMAQ	CONSTRUCTION	08	\$271	\$217		A
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07-06-0058 CMAP		LINE ITEM	\$4,489	\$4,489	\$0	0.00%	No	No
THORN CREEK BICYCLE TRAIL FROM 183RD ST AND COTTAGE GROVE RD (COOK/GLENWOOD) TO 26TH ST AND EUCLID AVE (COOK/CHICAGO HEIGHTS) COMPLETION OF TRAIL								
Project Work Types After Revision:		BICYCLE FACILITY						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	ENGINEERING-II	08	\$380	\$304		
		CMAQ	ENGINEERING-I	08	\$476	\$380	ENG1/ENG2/CONST	
		CMAQ	CONSTRUCTION	09	\$4,757	\$3,805		
Financial Data After Revision		CMAQ	ENGINEERING-I	08	\$473	\$378		A
		CMAQ	ENGINEERING-II	08	\$383	\$306		
		CMAQ	CONSTRUCTION	09	\$4,757	\$3,805		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-99-0003 CMAP	LINE ITEM	\$22,720	\$22,720	\$0	0.00%	No	No
US 41 SKOKIE HWY AT IL 132 GRAND AVE (LAKE/GURNEE)							

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$12,125	\$9,700	1027701600 - INCLUDED 05/08 C	
	ILL	ENGINEERING	08	\$3,300	\$0	1027701610	
	ILL	ROW ACQUISITION	08	\$1,056	\$0	1027702513	
	ILL	ENGINEERING-II	08	\$575	\$0	1027702008	
	STP-U	CONSTRUCTION	08	\$4,292	\$3,434	1027701605	
	STP-U	CONSTRUCTION	08	\$12,208	\$9,586	1027701600 (INCL STATE MATC	
	ILL	ENGINEERING	09	\$1,500	\$0	1027701620 ENGINEERING 3	
Financial Data After Revision	CMAQ	CONSTRUCTION	08	\$12,000	\$9,600	1027701600	A
	CMAQ	CONSTRUCTION	08	\$125	\$100	1027701600 - 05/08 COST INCRE	
	ILL	ENGINEERING	08	\$3,300	\$0	1027701610	
	ILL	ROW ACQUISITION	08	\$1,056	\$0	1027702513	
	ILL	ENGINEERING-II	08	\$575	\$0	1027702008	
	STP-U	CONSTRUCTION	08	\$4,292	\$3,434	1027701605	
	STP-U	CONSTRUCTION	08	\$12,208	\$9,586	1027701600 (INCL STATE MATC	
	ILL	ENGINEERING	09	\$1,500	\$0	1027701620 ENGINEERING 3	

12-06-0001 CMAP	LINE ITEM	\$623	\$623	\$0	0.00%	No	No
COM ED ROW WEST OF BELL RD FROM COUNTY LINE (WILL/HOMER GLEN) TO PARKER RD (WILL/HOMER GLEN) HOMER GLEN COMMUNITY BIKE TRAIL-COM ED ROW WEST OF BELL R							

Project Work Types After Revision: BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	08	\$384	\$307	EXTENSION	
	CMAQ	IMPLEMENTATION	08	\$339	\$271	ENG2/CONST	
	CMAQ	IMPLEMENTATION	08	\$56	\$45	ENG1/ENG2 EXTENSION	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$327	\$262	ENG2/CONST	
	CMAQ	IMPLEMENTATION	08	\$68	\$54	ENG1/ENG2 EXTENSION	A
	CMAQ	CONSTRUCTION	08	\$384	\$307	EXTENSION	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-06-0001 CMAP BUS COLD START DEVICES AT (COOK/CHICAGO)	LINE ITEM	\$648	\$648	\$0	0.00%	No	No

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	08	\$10	\$8		
	CMAQ	IMPLEMENTATION	08	\$800	\$640		
Financial Data After Revision	CMAQ	ENGINEERING-I	08	\$10	\$8		A
	CMAQ	IMPLEMENTATION	08	\$800	\$640		A

16-08-0001 CMAP HIGH BARRIER GATES INSTALLATION	LINE ITEM	\$800	\$800	\$0	0.00%	No	No
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Project Work Types After Revision: FACILITY - REVENUE COLLECTION EQUIPMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,000	\$800 E/C		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$1,000	\$800 E/C		A

16-08-0002 CMAP YELLOW LINE RAIL BRANCH	LINE ITEM	\$303	\$303	\$0	0.00%	No	No
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Project Work Types After Revision: OPERATIONS - TRANSIT OPERATING ASSISTANCE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$379	\$303		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$379	\$303		A

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-08-0003 CMAP		LINE ITEM	\$920	\$920	\$0	0.00%	No	No
BUS ROUTE EMPROVEMENTS #47 47TH, #50 DAMEN, #52 KEDZIE/CALIFORNIA, #59								
Project Work Types After Revision: OPERATIONS - TRANSIT OPERATING ASSISTANCE								
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	IMPLEMENTATION	08	\$1,150	\$920		
Financial Data After Revision		CMAQ	IMPLEMENTATION	08	\$1,150	\$920		A
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Totals for 43 Projects				\$89,467	\$89,960	\$493	0.6%	



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Memorandum

To: file
From: Craig Heither, Ross Patronsky
Subject: Results for conformity analysis of October 9, 2008 TIP Amendment
Date: August 15, 2008 revised with administrative corrections 09/08/08

The attached tables summarize the analysis done for the 2030 RTP Update and FY 07-12 TIP, which included the following amendments:

RTP Update:

- I-90 from Sandwald to Plaza 9 in Elgin is changing limits to Newburg Road (in Rockford area) TIP ID: 09-02-9008
- Add lanes to Reagan Memorial Tollway I-88 from IL 56 (Kane/Aurora) to Orchard Road (Kane/Aurora) TIP ID: 09-97-0024.
- CTA – 045.012 79th St Bus Rapid Transit (BRT) from *Western Ave* (Cook/Chicago) to *Jeffrey Ave* (Cook/Chicago) 16-08-0007: 2010 – Change Western limit from Ashland Ave to Western Ave and Eastern limit from State St to Jeffrey Ave.
- CTA – 045.011 Halsted St BRT from IL 64 (Cook/Chicago) to *Archer Ave* (Cook/Chicago) 16-08-0006: 2010 – Change eastern limit from Lake street to Archer Ave.
- CTA – 045.013 Chicago Ave BRT from *Cicero Ave* (Cook/Chicago) to Fairbanks Ct (Cook/Chicago) 16-08-0005: 2010 – Change western limit from California Ave to Cicero Ave.
- CTA – 045.014 Jeffrey Blvd BRT from 67th St (Cook/Chicago) to 93rd St (Cook/Chicago) 16-08-0004: 2010 – Change northern limit from 64th St to 67th St and southern limit of 87th St to 93rd St.

TIP Amendments:

- River Road and Chapel Hill Road from Charles J. Miller Road to IL Route 120, TIP ID 11-08-0023 – new project.
- Hillgrove Avenue from Gilbert Avenue (Cook/LaGrange) to Kensington Avenue (Cook/LaGrange) adjoining Burlington Northern Santa Fe Railroad and Metra Facilities, TIP ID 05-97-0001 – project completed.
- Burlington Ave from Wolf Rd (Cook/Western Springs) to Gilbert Ave (Cook/ Western Springs) TIP ID 05-99-0103 – project completed.
- L 47 from Washburn Street to McConnell Road, TIP ID 11-96-0001 – project deleted.

- US 14 Dempster Street at Harlem Avenue (Cook/Morton Grove), TIP ID 02-98-0073 – project deleted.
- DuPage County (Maple Avenue) Signal Interconnect at Chicago/Maple Avenue, TIP ID 08-06-0089 – project deleted.
- Molidor Road from Fish Lake Road (Lake/Round Lake) to Wilson Road (Lake/ Round Lake) TIP ID 10-00-0115 – project deleted.
- IL 31 from Kane County Line (Kendall/Oswego) to US 34 Washington Street (Kendall/Oswego) TIP ID 09-94-0037 – project deleted
- Haligus Road from Miller Road (McHenry/Lake in the Hills) to Reed Road (McHenry/Huntley) TIP ID 11-08-0018 – project awarded
- Lamb Road from US 14 (McHenry/Woodstock) to IL 120 (McHenry/McHenry) TIP ID 11-00-0407 – project deleted
- Burley Ave from 106th (Cook/Chicago) to 126th Pl (Cook/Chicago) TIP ID 01-02-0020 – project deleted.
- Add lanes to Reagan Memorial Tollway I-88 from IL 56 (Kane/Aurora) to Orchard Road (Kane/Aurora) TIP ID: 09-97-0024
- I-90 from South Beloit/Plaza 1 to Marengo/Hampshire Plaza 7 (McHenry/Riley Township) Plaza TIP ID: 11-98-0008 – project awarded.
- I-94 at Plaza 21 TIP ID: 10-06-0014 – project awarded.
- I-294 at Plaza 41 163rd St TIP ID: 07-06-0009 – project awarded.
- I-294 at I-55 TIP ID: 08-03-0005 – project awarded.
- IL 171 from 135th St (Will/Homer Township) to 143rd St (Will/Homer Township) TIP ID: 12-07-0004 – project awarded.
- I-355 from I-55 to I-80 TIP ID: 12-94-0016 – project awarded.
- I-88 at plaza 51, plaza 52 to be split into two plazas TIP ID: 08-06-0063 – project awarded.
- I-88 from Orchard Rd to I-290 TIP ID: 09-97-0024 – project awarded.
- I-294 at Balmoral TIP ID 04-08-0027 – new project.
- IL RT 31 from south of Ringwood Rd to North Gracy Road TIP ID: 11-00-0200 – change northern limit (Ringwood Rd) to IL 120.
- CTA – 045.012 79th St Bus Rapid Transit (BRT) from *Western Ave* (Cook/Chicago) to *Jeffrey Ave* (Cook/Chicago) 16-08-0007: 2010 – Change Western limit from Ashland Ave to Western Ave and Eastern limit from State St to Jeffery Ave.
- CTA – 045.011 Halsted St BRT from IL 64 (Cook/Chicago) to *Archer Ave* (Cook/Chicago) 16-08-0006: 2010 – Change eastern limit from Lake street to Archer Ave.
- CTA – 045.013 Chicago Ave BRT from *Cicero Ave* (Cook/Chicago) to Fairbanks Ct (Cook/Chicago) 16-08-0005: 2010 – Change western limit from California Ave to Cicero Ave.
- CTA – 045.014 Jeffrey Blvd BRT from 67th St (Cook/Chicago) to 93rd St (Cook/Chicago) 16-08-0004: 2010 – Change northern limit from 64th St to 67th St and southern limit of 87th St to 93rd St.
- Greenbrook Dr from Lake St (DuPage/Hanover Park) to Central Ave (DuPage/Hanover Park) 08-00-0047 – project deleted.
- Naperville Park N Ride from 91st St (Will/Naperville) to Proposed 250th Ave (Will/Naperville) 08-06-0018 – project deleted.
- 75th Ave from Woodward Ave (DuPage/Woodridge) to Main St (DuPage/Downers Grove) 08-00-0077 – change limits to 75th Ave at Lemont Rd, new completion year of 2009.
- Naperville Rd/Warrenville Rd from Warrenville Rd (DuPage/Naperville) to I-88 (DuPage/Naperville) and Warrenville Rd at I-88 08-00-0018 – project awarded.

- Midwest Rd from IL 56 (DuPage/Oak Brook Terrace) to 22nd St (DuPage/Oak Brook) 08-08-0015 – project awarded.
- Bloomingdale Rd from US 20 (DuPage/Bloomingtondale) to Greenway Rd (DuPage/Bloomingtondale) 08-08-0017 – project awarded.
- 55th St from Holmes Ave (DuPage/Clarendon Hills) to Williams (DuPage/Westmont) 08-97-0016 – change H-CLTL to H-INTIMP, new completion year of 2009.
- Gary Ave from US 20 (DuPage/Carol Stream) to N. of Shick Rd (DuPage/Hanover Park/Roselle) 08-00-0078 - project awarded.
- 104th Ave to 159th St (Cook/Orland Park) to 167th St (Cook/Orland Park) 06-06-0034 – project awarded.
- Leon Pass Overpass (Cook/Hodgkins) 05-06-0012 – project awarded.
- Widmayer Rd from Big Timber Rd (Kane/Hampshire) to Allen Rd (Kane/Hampshire) 09-06-0016 – project deleted.
- Timber Crest Blvd from Hanks Rd (Kane/Sugar Grove) to north of Galena Blvd (Kane/Sugar Grove) 09-06-0018 – project deleted.
- Black Rd from IL 59 (Will/Shorewood) to River Rd (Will/Shorewood) 12-00-0030 – project awarded.
- US 52 from River Rd (Will/Shorewood) to Raven Rd (Will/Shorewood) 12-01-0009 – project awarded.
- Arsenal Rd from I-55 (Will/Channahon Twp) to Baseline Rd (Kankakee St) (Will/Channahon Twp) and Baseline Rd 12-00-0036 – project awarded.
- Third Street Commuter Parking Lot (Kane/Geneva) 09-03-0003 – project awarded.
- 119th ave from Kedzie (Cook/Merrionette Park) to Western Ave (Cook/Blue Island) 06-00-0016 – Worktype change to only H-CLTL no H-AL, project awarded.
- Rivercrest Dr from Cal-Sag Rd (Cook/Crestwood) to 135th St (Cook/Crestwood) 06-06-0043 – project awarded.

Revised completion years for the following projects:

- Cermak Road from (West) Canal Street (Cook/Chicago) to (East) King Drive (Cook/Chicago), 01-03-0007: *2011*
- US 34 from IL 47 (Kendall/Bristol TWP) to IL 31 (Kendall/Oswego), 09-96-0011: *2013*.
- IL 47 Bridge Street from US 34 (Kendall/Yorkville) to IL 71 (Kendall/Yorkville), 09-94-0036: *2012*.
- IL 71 from Orchard Road (Co. Highway 9A) (Kendall/Oswego) to US 34 Chicago Rd/Wolf's Crossing (Kendall/Oswego), 09-02-0001: *2013*
- Hanson Road from Huntington Drive (McHenry/Algonquin) to Edgewood Drive (McHenry/Algonquin) 11-07-0010: *2010*
- Pingree Road from UP RR Track (McHenry/Crystal Lake) to Congress Parkway (McHenry/Crystal Lake) 11-06-0012: *2013*
- Erick St from IL 176 (McHenry/Crystal Lake) to Crystal Lake Ave (McHenry/Crystal Lake) 11-95-0008: *2009*
- Broadway St from Western Ave (Cook/Blue Island) to Ashland Ave (Cook/Blue Island) 06-06-0022: *2012*
- McCarthy Road from McCarthy Road (Cook/Lemont) to Walker Rd (Cook/Lemont) 06-06-0017: *2010*

- Pulaski Road from 115th St (Cook/Alsip) to 119th St (Cook/Lemont) 06-06-0014: *2010*
- IL 43 Harlem Ave from 90th St (Cook/Bridgeview) to 91st St (Cook/Bridgeview) 06-04-0012: *2009*
- IL 7 Wolf Rd from 167th St (Cook/Orland Park) to 183rd St (Cook/Orland Park) 06-04-0009: *2013*
- IL 7 Wolf Rd from 143rd (Cook/Orland Park) to 167th St (Cook/Orland Park) 06-04-0008: *2013*
- 76th Ave from IL 83 (Cook/Palos Heights) to 127th Street (Cook/Palos Heights) 06-02-0113: *2011*
- IL 7 143rd St from Wolf Rd (Cook/Orland Park) to US 45 (Cook/Orland Park) 06-00-0042: *2013*
- Stony Island Ave from Midway Plaisance (Cook/Chicago) to 95th St (Cook/Chicago) 01-03-0002: *2010*
- Roosevelt Road from Western Ave (Cook/Chicago) to US 41 Lake Shore Dr (Cook/Chicago) 01-03-0004: *2010*
- Damen Ave at Fullerton/Elston (Cook/Chicago) 01-06-0008: *2011*
- Chicago Ave at Chicago River (Cook/Chicago) 01-06-0010: *2012*
- 130th St at Torrence Ave (Cook/Chicago) and 130th west of Torrence and Torrence south of 130th 01-00-0030: *2010*
- Division St from IL 50 (Cook/Chicago) to US 41 Lake Shore Dr (Cook/Chicago) 01-94-0024: *2013*
- US 41 Lake Shore Dr from 79th St (Cook/Chicago) to 92nd St (Cook/Chicago) 01-94-0063: *2010*
- Wells St Bridge at Chicago River (Cook/Chicago) between Merchandise Mart and Wacker Drive 01-96-0001: *2012*
- Broadway and Sheridan from Hollywood Ave (Cook/Chicago) to Devon (Cook/Chicago) 01-97-0087: *2010*
- Grand Ave from Fullerton Ave (Cook/Chicago) to DesPlaines Ave (Cook/Chicago) 01-98-0068: *2013*
- Lake St from Canal St (Cook/Chicago) to Western Ave (Cook/Chicago) 01-98-0073: *2012*
- Division St at N. Branch of Chicago River (Cook/Chicago) 01-06-0011: *2014*
- I-294 at I-57 (Cook/Markham) 07-94-0008: *2019*
- Weiland Rd from Lake Cook Rd (Lake/Buffalo Grove) to IL 22 (Lake/Buffalo Grove) 10-94-0021: *2015*
- Dugdale Rd from Jackson St (Lake/Waukegan) to 14th St (Lake/Waukegan) 10-03-0009: *2015*
- Pershing Rd from Greenwood Ave (Lake/Waukegan) to Belvidere Rd (Lake/Waukegan) 10-03-0010: *2015*
- Lakeview Parkway from Hawthorn Pkwy (Lake/Vernon Hills) to Fairway Drive (Lake/Vernon Hills) 10-03-0012: *2015*
- Sayton Rd from US 12 (Lake/Fox Lake) to Rollins Rd (Lake/Fox Lake) 10-03-0015: *2020*
- Atkinson Road from Washington St (Lake/Grayslake) to Brae Loch Road (Lake/Grayslake) 10-06-0010: *2015*
- Dilger Ave from Washington St (Lake/Waukegan) to Belvidere Rd (Lake/Waukegan) 10-06-0011: *2015*

- Lake St from Butterfield Rd (Lake/Libertyville) to IL 21 Milwaukee Ave (Lake/Libertyville) 10-06-0017: 2015
- Martin Luther King, Jr. Dr. from IL 131 (Lake/North Chicago) to Sheridan Rd (Lake/North Chicago) 10-00-0122: 2020
- Dugdale Rd from 14th St (Lake/North Chicago) to Argonne Dr (Lake/North Chicago) 10-99-0117: 2015
- Fairway Dr from IL 60 (Lake/Vernon Hills) to US 45 (Lake/Vernon Hills) 10-97-0030: 2015
- Lake St from Tiffany Rd (Lake/Antioch) to St. Peter St (Lake/Antioch) 10-99-0101: 2015
- McMillen Rd/Anita Ave from Depot St (Lake/Antioch) to IL 173 (Lake/Antioch) 10-99-0102: 2015
- Shorewood Rd from Rollins Road (Lake/Grayslake) to IL 83 (Lake/Grayslake) 10-99-0108: 2009
- Hart Rd from IL 134 (Lake/Round Lake) to Cedar Lake Rd (Lake/Round Lake) 10-99-0115: 2015
- 14th St from IL 131 Green Bay Rd (Lake/North Chicago) to Jackson St (Lake/North Chicago) 10-99-0116: 2015
- Delany Road from Wadsworth (Lake/Waukegan) to Sunset Ave (Lake/Waukegan) 10-00-0109: 2011
- Lewis Ave from Yorkhouse (Lake/Waukegan) to Argonne Drive (Lake/North Chicago) Except IL 132 to IL 120 10-00-0111: 2015
- Cedar Lake Road from Hart Rd (Lake/Round Lake) to Bacon Rd (Lake/ Round Lake) 10-00-0119: 2011
- Cedar Lake Rd from IL 120 (Lake/Round Lake) to IL 60 (Lake/Round Lake Park) 10-00-0120: 2011
- Case Rd from Darrell Rd (Lake/Wauconda) to US 12 Rand Rd (Lake/Wauconda) 10-00-0123: 2011
- Aptakisic Rd from IL 83 (Lake/Long Grove) to Buffalo Grove Rd (Lake/Buffalo Grove) 10-00-0130: 2015
- Wadsworth Rd from Delany Rd (Lake/Wadsworth) to Lewis Ave (Lake/Beach Park) 10-00-0131: 2015
- Lewis Ave from IL 173 (Lake/Zion) to 21st St (Lake/Zion) 10-00-0106: 2015
- Wadsworth Rd from Lewis Rd (Lake/Beach Park) to IL 137 (Lake/Beach Park) 10-03-0002: 2015
- Buffalo Grove Rd from Port Clinton Rd (Lake/Buffalo Grove) to IL 83 (Lake/Buffalo Grove) 10-96-0006: 2015
- Deerfield Rd from IL 21 45 (Lake/Riverwoods) to Wilmot Rd (Lake/Deerfield) 10-03-0005: 2015
- North Ave from IL 83 (Lake/Antioch) to Deep Lake Rd (Lake/Antioch) 10-03-0006: 2012
- Dowell Rd/Fisher Rd at Darrell Rd (Lake/Island Lake) 10-03-0007: 2013
- Molidor Rd at Wilson Rd (Lake/Round Lake) realign Molidor Rd to Levi Waite Rd at Wilson Rd 10-03-0008: 2015
- Pulaski (14th St) from O'Plaine Rd (Lake/Waukegan) to IL 43 (Lake/Waukegan) 10-94-0014: 2015
- Peterson Rd from IL 60 to (Lake/Round Lake Park) to US 45 (Lake/Libertyville) Proposed 2 lane divided highway with partial control access 10-94-0018: 2016

- Delany Rd from IL 173 (Lake/Wadsworth) to Sunset Ave (Lake/Waukegan) 10-03-0001: 2015
- Washington St from Cedar Lake Rd (Lake/Round Lake Park) to Hainesville Rd (Lake/Grayslake) 10-03-0013: 2015
- Quentin Rd from IL 22 (Lake/Kildeer/Lake Zurich) to Lake Cook Rd (Lake/Deer Park) 10-96-0005: 2015
- Atkinson Rd from IL 120 (Lake/Grayslake) to IL 83 (Lake/Grayslake) 10-99-0106: 2015
- Cemetery Rd from IL 132 (Lake/Gurnee) to Washington St (Lake/Gurnee) 10-99-0109: 2015
- Fremont Center Rd from Peterson Rd (Lake/Round Lake Park) to IL 60 (Lake/Round Lake Park) 10-03-0003: 2015
- Bradley Rd from IL 176 (Lake/Green Oaks) to IL 43 (Lake/Green Oaks) 10-96-0003: 2015
- I-90 Northwest Tollway from Plaza #9 (Kane/Elgin) to I-294 Tri-State Tollway (Cook/Rosemont) 03-96-0004: 2018
- US6/IL7/159th St from Will Cook Rd (Cook/Orland Park) to West of US 45 (Cook/Orland Park) 06-04-0010: 2013
- CTA – 031.054 Replace Buses 16-96-0061: 2012
- CTA – 194.007 Yellow Line extension 16-08-0012: 2015
- CTA – 194.007 Orange Line extension 16-08-0011: 2015
- CTA – 194.007 Red Line extension 16-08-0010: 2015
- CTA – Yellow Line extension from Dempster St (Cook/Skokie) to Old Orchard Rd (Cook/Skokie) and new Inline Stations along exiting line 02-02-9001: 2010
- Riford Rd from St. Charles Rd (DuPage/Glen Ellyn) to Crescent Blvd (DuPage/Glen Ellyn) 08-03-0105: 2010
- Fair Oaks Rd from Army Trail (DuPage/Carol Stream) to IL 64 North Ave (DuPage/Carol Stream) 08-00-0038: 2013
- Main St from Church Rd (DuPage/Bensenville) to York Rd (DuPage/Bensenville) 08-01-0014: 2013
- West Ave from IL 64 (DuPage/Elmhurst) to St. Charles Rd (DuPage/Elmhurst) 08-03-0104: 2013
- Lombard Rd from Fullerton Ave (DuPage/Addison) to North Ave (DuPage/Lombard) 08-94-0030: 2013
- Willowbrook Centre Pkwy from IL 83 (DuPage/Willowbrook) to existing Willowbrook Centre Pkwy (DuPage/Willowbrook) 08-03-0111: 2013
- Madison St from N. Frontage Rd (DuPage/Burr Ridge) to 83rd St (DuPage/Burr Ridge) 08-05-0023: 2011
- Army Trail Rd from Mill Rd (DuPage/Addison) to US 20 Lake St (DuPage/Addison) 08-06-0009: 2012
- Thorndale Ave from I-290 Ramp to Park Blvd (DuPage/Itasca) 08-07-0003: 2012
- Ardmore Ave from 16th St (DuPage/Oakbrook Terrace) to IL 56 (DuPage/Oakbrook Terrace) 08-07-0010: 2013
- Highland Ave from IL 38 (DuPage/Lombard) to 22nd St (DuPage/Lombard) 08-02-0023: 2013
- 34th St from East End Ave (Cook/South Chicago Heights) to Holeman Ave (Cook/South Chicago Heights) 07-99-0023: 2013
- 95th St extension from Knoch Knolls/Plainfield/Naperville (Will/Naperville) to Boughton Rd (Will/Naperville) 08-00-0054: 2013

- Wood Dale Rd at IL 19 (DuPage/Wood Dale) 08-06-0049: *2013*
- Eola Rd at I-88 (DuPage/Aurora) 08-00-0019: *2012*
- Eola Rd from Montgomery (DuPage/Aurora) to 87th St (DuPage/Aurora) 08-00-0020: *2013*
- College Rd from Maple Ave (DuPage/Lisle) to Hobson Rd (DuPage/Naperville) 08-00-0021: *2013*
- St. Charles Rd from IL 64 (DuPage) to Main St (DuPage/Glen Ellyn) 08-00-0074: *2017*
- 75th St from IL 53 (DuPage/Woodridge) to east of Janes Ave (DuPage/Woodridge) 08-00-0076: *2015*
- IL 19 at York Rd (DuPage/Bensenville) 08-06-0027: *2015*
- Fabyan Pkwy from IL 38 (DuPage/West Chicago) to Kirk Rd (Kane/Batavia) 09-00-0029: *2014*
- Kress Rd from IL 64 (DuPage/West Chicago) to IL 38 (DuPage/West Chicago) 08-95-0013: *2017*
- Wood Dale Rd from Belmont Ave (DuPage/Addison) to Montrose Ave (DuPage/Wood Dale) 08-97-0027: *2017*
- 55th St from Dunham Rd (DuPage/Downers Grove) to Williams Ave (DuPage/Westmont) 08-99-0028: *2011*
- Eola Rd from IL 56 (DuPage/Aurora) to IL 38 (DuPage/West Chicago) 08-99-0031: *2025*
- Harlem Ave from Steger Rd (Cook/Rich Township) to Sauk trail (Cook/Rich Township) 07-99-0020: *2011*
- Wentworth Ave from Glenwood Lansing Rd (Cook/Lansing) to Ridge Rd (Cook/Lansing) 07-97-0005: *2010*
- Harlem ave from US 30 (Cook/Rich Twp) to Sauk Trail (Cook/Rich) 07-03-0008: *2010*
- 88th Ave from 111th St (Cook/Palos Hills) to 87th St (Cook/Hickory Hills) 06-00-0047: *2010*
- Potter Rd from Dempster Rd (Cook/Des Plaines) to Golf Rd (Cook/Des Plaines) 03-94-0099: *2009*
- Munger-Naperville Rd from W. Bartlett Rd (Cook/Bartlett) to Stearns Rd (DuPage/Bartlett) 03-00-0028: *2009*
- W. Bartlett Rd from Spitzer Rd (Cook/Bartlett) to IL 59 (Cook/Bartlett) 03-00-0027: *2009*
- Old Orchard Rd from Harms Rd (Cook/Skokie) to Skokie Blvd (Cook/Skokie) 02-97-0006: *2012*
- Wright Blvd from Wise Rd (Cook/Schaumburg) to IL 19 (Cook/Schaumburg) 03-08-0009: *2012*
- Barrington Metra Station Parking Garage (Cook/Barrington) 03-06-0005: *2011*
- Milwaukee Ave from Harlem Ave (Cook/Niles) to Albion Ave (Cook/Niles) 03-06-0004: *2010*
- Gross Point Rd from Old Orchard Rd (Cook/Skokie) to Golf Rd (Cook/Skokie) 02-06-0035: *2013*
- Willow Rd from Forest Way Dr (Cook/Winnetka) to Provident Ave (Cook/Winnetka) 02-06-0021: *2013*
- Chicago at Sheridan Rd (Cook/Evanston) 02-03-0100: *2013*
- 17th Ave from Madison (Cook/Maywood) to Cermak (Cook/Broadview) 04-95-0016: *2013*

- Plank Road at Burlington Rd (Kane/Burlington) 09-00-0031: *2014*
- I-80 from 183rd Street (Cook/Tinley Park) to Ridgeland Avenue (Cook/Tinley Park) 07-06-0026: *2015*
- Congress Pkwy from Well Street (Cook/Chicago) to Michigan Avenue (Cook/Chicago) 01-07-0023: *2015*
- IL 64 from 7th Avenue (Kane/St. Charles) to Dunham Rd (Kane/St. Charles) 09-00-0012: *2012*
- IL 64 North Avenue from Kautz Road (DuPage/St. Charles) to IL 59 (DuPage/ West Chicago) 08-98-0041: *2012*
- Cermak Road (22nd Street) from IL 56 Butterfield Road (DuPage/Oak Brook) to IL 83 Kingery Hwy (DuPage/ Oak Brook Terrace) 08-97-0010: *2013*
- IL 83 Kingery Hwy from 31st Street (DuPage/ Oak Brook) to I-55 Stevenson Expressway (S/O) (DuPage/Burr Ridge) 08-95-0024: *2015*
- IL 53 Rohlwing Rd from Elgin O'Hare (DuPage/Itasca) to Army Trail (DuPage/Addison) 08-95-0001: *2016*
- IL 56 Butterfield Road from IL 59 (DuPage/Warrenville) to Naperville Road (DuPage/Wheaton) 08-00-0010: *2013*
- IL 53 from IL 56 Butterfield Road (DuPage/Unincorporated) to Osage (DuPage/Downers Grove) 08-00-0009: *2020*
- IL 53 from IL 64 North Avenue (DuPage/Lombard) to IL 38 Roosevelt Road (DuPage/Glen Ellyn) 08-00-0008: *2015*
- US 6 159th Street from I-294 TRI-State Toll (Cook/Harvey) to IL 1 Halstead Street (Cook/ Harvey) 07-95-0003: *2012*
- Il 56 at Hanks Road (Kane/Sugar Grove) 09-01-0012: *2015*
- IL 62 Algonquin Road from Easting Way (Cook/South Barrington) to Penny Road (Cook/South Barrington) 03-97-0005: *2015*
- Il 21 Milwaukee Avenue from Palatine Road/Willow Road (Cook/Prospect Heights) to Euclid Avenue (Cook/Glenview) 02-97-0001: *2015*
- Wolf Road from Il 21 Milwaukee Avenue (Cook/Wheeling) to Hintz Road (South of) (Cook/Wheeling) 03-00-0011: *2016*
- Des Plaines River Road from US 12 Rand Road (Cook/Des Plaines) to Devon Avenue (Cook/Des Plaines) 03-00-0016: *2016*
- US 20 at Shales Parkway (Cook/Elgin) and at Shale Parkway 03-02-0005: *2015*
- Elgin-O'Hare Expressway from US 20 Lake Street (2nd Xing) (Cook/ Hanover Park) to US 20 Lake Street (1st Xing) (DuPage Hanover Park) 2nd Crossing Near East Bartlett Road 03-95-0001: *2015*
- IL 394 Calumet Expressway from I-80 94 (Cook/Thornton Expressway) to I-57 – IL 394 Connector (Proposed) (Cook/Crete Township) 07-94-0001: *2015*
- IL 394 Calumet Expressway from Sauk Trail (Cook/Sauk Village) to Exchange Road (Will/Crete Township) Richton Road- New Signal 07-07-0018: *2008*
- IL 43 at US 12 20 95th Street (Cook/Bridgeview) 06-00-0017: *2016*
- Western Avenue from Ill Street (Cook/Chicago Heights) to Sauk Trail (Cook/Park Forest) 07-02-0002: *2009*
- Il 56 Extension from Orchard Road (Kane/Batavia Township)to Kirk Road (Kane/Batavia Township) and over Fox River 09-96-0021: *2015*
- Wolf Road from Hintz Road (South of) (Cook/Wheeling) to Palatine Road (Cook/Wheeling) 03-95-0002: *2016*
- IL 47 from Charles Road (McHenry/Woodstock) to US 14 (McHenry/Woodstock) 11-06-0018: *2016*

- IL 7 159th Street from Farrell Road (Will/ Homer Township) to Will Cook Road (Will/Orland Park) 12-97-0006: 2015
- IL 113 at IL 129 (Will/ Braidwood) and at IL 053 12-97-0004: 2009
- I-55 from Lorenzo Road (Will/Wilmington Township) to IL 129 (Will/Wilmington Township) 12-07-0020: 2015
- I-55 AT @ Airport/Lockport Road (Will/Uninc) and at IL 126 12-06-0041: 2015
- US 30 from Williams Street (E of) (Will/ New Lenox) to IL 43 Harlem Avenue 9Will/Frankfort) 12-00-0008: 2015
- US 12 from Wisconsin State Line (McHenry/ Richmond) to IL 31 Tryon Grove Road (McHenry/Richmond) 11-99-0007: 2020
- Il 47 from Reed Road (McHenry/Huntley) to Kreutzer Road (McHenry/Huntley) 11-98-0024: 2013
- US 14 from W of Lake Shore Drive (McHenry/Woodstock) to S of ILL 176 (Terra Cotta Avenue) (McHenry/Crystal Lake/Woodstock) and at Ridgefield Road 11-97-0012: 2015
- US 20 from Plank Road (Kane) to Weld Road (Kane) 09-00-0034: 2014
- US 45 Lake Avenue from Washington Street (Lake/Third Lake) to IL 120 (Lake/Grayslake) Study IL 132 to IL 176. 10-94-0007: 2015
- IL 22 from Quentin Road (Lake/Kildeer) to IL 83 W of (Lake/Long Grove) 10-01-0022: 2016
- IL 60 at I-94 (Lake/Lake Forest) 10-04-0004: 2013
- US 45 Milburn Bypass from 3000' N.of Grass Lake Road (Lake/Lindenhurst) to 3600' S. of Grass Lake Road (Lake/Lindenhurst) 10-06-0020: 2016
- IL 22 Half Day Rd from IL 83 Mundelein Rd (Lake/Long Grove) to US 41 Skokie Highway (Lake/Bannockburn) 10-94-0001: 2016
- US 45 Lake Avenue from IL 120 (Lake/Grayslake) to IL 137 (Lake/Libertyville) Phase 1 Study IL 132 to IL 176 10-94-0008: 2015
- IL 83 Main Street (Milwaukee Avenue) from Wisconsin State Line (Lake/Antioch) to Petite Lake Rd. (Lake/Lake Villa) 10-97-0008: 2015
- IL 31 from ILL 120 (McHenry/McHenry) to IL 176 (McHenry/Unincorporated) 11-00-0001: 2015
- I-55 Stevenson Expressway from Weber Road (Will/Bolingbrook) to I-80 (Will/Troy Township) 12-97-0027: 2011
- IL 132 Grand Avenue at Fairfield Road (Lake/Lake Villa Township) 10-07-0005: 2016
- Weber Road from 119th Street 9Rodeo Road) (Will/Bolingbrook) to 135th 9Romeo Road) (Will/Romeoville) Includes I-55 @ Weber Road Interchange 12-07-0005: 2020
- Caton-Bruce Corridor from US-30 (West of) Will/Plainfield) to IL 7 (Will/Lockport) 12-00-0035: 2020
- Pace-Intelligent Bus System/TSP Devices 17-94-0044: 2015
- Pace-Purchase/Replace Paratransit V 17-94-0009: 2013
- Pace-Purchase/Replace Fixed RTE Buses 17-94-0008: 2012
- Pace-Purchase replacement and Expansion Vans at (Regionwide) Systemwide-Purchase Vans. Minor Expansion of Fleet 17-94-0002: 2012
- Pace- Plainfield Park and Ride 143rd St and AAMD Van Dyke Road 17-08-0039: 2012
- Pace- Regionwide Service Restructuring 17-06-0012: 2015
- Pace- Regionwide Corridors 17-06-0011: 2015

- Pace-Regionwide TSP Corridors 17-06-0010: *2015*
- Bus Shoulder IL 58 Golf Road from Meacham Road (Cook/Schaumburg) to Davis Street (Cook/Evanston) 17-06-0008: *2015*
- Pace-Cermak Road BRT from Highland at Butterfield (DuPage/Lombard) to Cermak/54 (Cook/Cicero) 17-06-0007: *2015*
- Remington Blvd from Weber Rd (Will/Bolingbrook) to Veterans Parkway/Naperville Rd (Will/Bolingbrook) 12-06-0083: *2011*
- Crystal Lake Ave at Walk-up Ave./Grant St 11-06-0028: *2011*
- Jefferson Ave over W. Branch DuPage River (DuPage/Naperville) 08-00-0071: *2011*
- IL 58 Dempster St from Ferris Ave (Cook/Morton Grove) to Central Rd (Cook/Morton Grove) 02-03-0001: *2010*
- 31st St. from Western Ave (Cook/Chicago) to Kostner Ave (Cook/Chicago) 01-96-0003: *2013*
- Canal St. at 16th St (Cook/Chicago) 01-94-0020: *2012*
- Corron Rd from US 20 (Kane) to Bowes Rd (Kane) 09-00-0032: *2014*
- Bliss Rd/Fabyan from Fabyan (Kane) to Bliss Rd (Kane) 09-00-0033: *2011*
- Randall Rd at Fabyan Pkwy (Kane/Geneva&Batavia) 09-03-0001: *2010*
- Huntley Rd from Randall Rd (Kane/Carpentersville) to IL 31 (Kane/Carpentersville) 09-03-0002: *2014*
- Harmony/French from Harmony at Allen (Kane/Hampshire) to French at IL 72 (Kane/Hampshire) 09-00-0030: *2014*
- IL 47 at I-88 (Kane/Blackberry Twp) 09-06-0011: *2016*
- Randall Rd at IC RR (Kane/South Elgin) 09-99-0103: *2014*
- Kirk Rd at IL 38 (Kane/Geneva) 09-95-0019: *2008*
- Kirk Rd at IL 56 (Kane/Batavia) 09-95-0020: *2008*
- Longmeadow Pkwy Bridge Corridor from Huntley Rd (Kane/Dundee Twp) to IL 62 (Kane/Dundee Twp) 09-96-0017: *2012*
- Stearns Rd Bridge Corridor from Randall Rd (Kane/St. Charles Twp) to E. of Dunham Rd (Kane/St. Charles Twp) and over Fox River 09-96-0018: *2010*
- Red Gate Rd Extension from IL 31 at Red Gate Rd (Kane/St. Charles) to IL 25 South of Army Trail Rd (Kane/St. Charles) 09-96-0019: *2010*
- Dauberman Rd Extension from US 30 (Kane/Big Rock Township) to Granart Rd (Kane/Big Rock Township) 09-99-0101: *2014*
- La Fox Rd Bypass to Bunker Rd 09-99-0102: *2014*
- IL 72 from Randall Rd (Kane/West Dundee) to IL 31 (Kane/West Dundee) 09-06-0010: *2014*
- Indian Trail from Mitchell (Kane/Aurora) to Farnsworth (Kane/Aurora) 09-06-0014: *2013*
- Cross and Joy St from IL 47 Main St (Kane/Sugar Grove) to East end of Joy St (Kane/Sugar Grove) 09-06-0017: *2011*
- St. Charles Parking facility from 1st St/Walnut St (Kane/St. Charles) to 1st St/Illinois St (Kane/St. Charles) 09-06-0057: *2009*
- Sullivan Rd from IL 31 (Kane/Aurora) to IL 25 (Kane/Aurora) 09-94-0029: *2009*
- Orchard Rd from S. of Jericho Rd (Kane/Montgomery) to IL 30 (Kane/Montgomery) 09-95-0011: *2011*
- 143rd St from IL 126 (Kendall/Plainfield) to Steiner Rd (Will/Plainfield) and County Line Rd extension to 143rd St 12-06-0014: *2013*
- 151st St from Farrell Rd (Will/Lockport) to IL 171 (Will/Lockport) 12-00-0043: *2008*
- Cedar Rd at Joliet Highway (Will/New Lenox) 12-04-0011: *2013*

- Exchange St from Crete (W of) (Will/Crete) to Country Ln (E of) (Will/Crete) 12-06-0006: *2012*
- 143rd St from IL 59 (Will/Plainfield) to IL 126 (Will/Plainfield) 12-06-0013: *2011*
- Renwick Rd from River Rd (Will/Plainfield) to IL 59 (Will/Plainfield) 12-06-0016: *2013*
- Ridge Rd from I-80 (Will/Minooka) to Minooka Rd/Mondamin St (Will/Minooka) 12-06-0021: *2013*
- S. Kankakee St from IL 53 (Will/Wilmington) to Route 102 (Will/Wilmington) 12-06-0025: *2009*
- Gaylord Rd from Division St (Will/Crest Hill) to Theodore St (Will/Crest Hill) 12-06-0027: *2013*
- Knapp Rd from Weber St (Will/Crest Hill) to Theodore St (Will/Crest Hill) 12-06-0028: *2013*
- Lily Cache Lane from Veterans Pkwy (Will/Bolingbrook) to Creekside Dr (Will/Bolingbrook) 12-06-0037: *2010*
- Balmoral Rd from Besside Coleman (Cook/Chicago) to US 12 45 (Cook/Rosemont) 04-00-0022: *2015*
- Bluff Ave from Burlington Ave (Cook/LaGrange) to 47th St (Cook/LaGrange) 05-00-0103: *2011*

The 2010, 2020 and 2030 highway networks were coded to include the changes listed above and the regional travel demand models were re-run using the new networks. The resultant VMT by speed and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the MOBILE model. The highway emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CMAP conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for the attainment year and were very similar to emission estimates from the conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP approved in October, 2006.

PM_{2.5} emissions were calculated based on the project changes listed previously. PM_{2.5} and NO_x emissions remain below the baseline year numbers.

October 9, 2008 Northeastern Illinois Transportation Improvement Program Amendment Conformity Analysis Summary Results

PM_{2.5}

Year	Annual VMT	Fine Particulate Matter				Nitrogen Oxides			
		Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain- ment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain- ment area Total
2002	58,696,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	64,598,464,848	0.0242	1,724.27	159.16	1,883.43	1.1783	83,905.83	8,459.90	92,365.73
2020	69,338,734,183	0.0138	1,057.93	114.31	1,172.24	0.3590	27,437.44	3,002.86	30,440.30
2030	73,996,902,945	0.0127	1,032.92	116.47	1,149.39	0.2358	19,235.00	2,065.35	21,300.35

Ozone

Year	Summer Day VMT	VOC			NOx		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40
2010	183,777,835	0.4662156	94.45	127.42	1.0917884	221.17	280.40
2020	196,753,599	0.2416852	52.42	127.42	0.3312389	71.84	280.40
2030	210,511,532	0.2289522	53.13	127.42	0.2130985	49.45	280.40

Notes

Off-model benefits are not included in the total emissions estimates
 NIRPC values from analysis of June, 2007
 2007 ozone values from conformity analysis approved in October, 2006



Non-Exempt Projects Requiring Conformity Determination Transportation Committee Meeting of October 9, 2008

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
04-08-0027 ILLINOIS TOLLWAY	NEW PROJECT		\$0	\$0	0.00%	New Project

I- 294 TRI-STATE TOLLWAY AT BALMORAL (COOK/ROSEMONT) NORTHBOUND EXIT RAMP TO BALMORAL

Project Work Types Before Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Project Work Types After Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision

Financial Data After Revision TOLL ENGINEERING-I 08 \$850 \$0

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
TOLL	CONSTRUCTION	MYB	\$7,500	\$0

09-97-0024 ILLINOIS TOLLWAY NEW PROJECT \$0 \$0 0.00% New Project

REAGAN MEMORIAL TOLLWAY

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
INTERCHANGE - RECONSTRUCTION

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
TOLL	CONSTRUCTION	MYB	\$916	\$0 FY 14
TOLL	CONSTRUCTION	MYB	\$304	\$0 E3; FY 15
TOLL	CONSTRUCTION	MYB	\$18,630	\$0 FY 15

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-08-0023 MCHENRY COUNTY HIGHWAY DEPT CHAPEL HILL ROAD / RIVER ROAD	NEW PROJECT		\$0	\$0	0.00%	New Project

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Financial Data After Revision	MFT-LO ENGINEERING-I	12	\$600	\$0
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-LO	ENGINEERING-II	MYB	\$600	\$0
MFT-LO	ROW ACQUISITION	MYB	\$1,000	\$0
MFT-LO	CONSTRUCTION	MYB	\$5,750	\$0

01-02-0020 CITY OF CHICAGO DOT	DELETE PROJECT	\$8,960	(\$8,960)	-100.00%	Project Deleted
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BURLEY AVE FROM 106TH ST (COOK/CHICAGO) TO 126TH PL (COOK/CHICAGO)

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
MISCELLANEOUS - EXEMPT PROJECTS
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	08	\$1,000	\$800		
	STP-L	CONSTRUCTION	09	\$10,200	\$8,160		

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-06-0018 DUPAGE COM	DELETE PROJECT	\$497		(\$497)	-100.00%	Project Deleted
NAPERVILLE PARK N RIDE FROM 91ST ST (WILL/NAPERVILLE) TO PROPOSED 250TH AVE (WILL/NAPERVILLE) SOUTHWEST CORNER OF INTERSECTION OF 2 STREETS						

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
PARKING - NEW LOT OR GARAGE

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$662	\$497		

Financial Data After Revision

08-06-0089 IDOT-ITS PROGRAM OFFICE	DELETE PROJECT	\$258		(\$258)	-100.00%	Project Deleted
DUPAGE CTY (MAPLE AVE) SIGNAL INTERCONNECT AT CHICAGO/MAPLE AVE						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ITS	IMPLEMENTATION	08	\$516	\$258	EARMARK 04	

Financial Data After Revision

09-06-0016 KANE COM	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
WIDMAYER ROAD FROM BIG TIMBER ROAD (KANE/HAMPSHIRE) TO ALLEN RD (KANE/HAMPSHIRE)						

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision:

Financial Data Before Revision

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0018 KANE COM	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
TIMBER CREST BLVD FROM HANKES ROAD (KANE/SUGAR GROVE) TO 1850' N OF GALENA BLVD (KANE/SUGAR GROVE)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision:

Financial Data Before Revision

Financial Data After Revision

10-00-0115 LAKE COUNTY DOT	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
MOLIDOR ROAD FROM FISH LAKE ROAD (LAKE/ROUND LAKE) TO WILSON ROAD (LAKE/ROUND LAKE)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$1,000	\$0		

Financial Data After Revision

11-00-0407 MCHENRY COM	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
LAMB ROAD FROM US 14 (MCHENRY/WOODSTOCK) TO IL 120 (MCHENRY/WOODSTOCK) PROPOSED IMPROVEMENTS ARE NOT WITHIN WOODSTOCK CITY LIMITS; IT IS IN HARTLAND T						

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Project Work Types After Revision:

Financial Data Before Revision

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-96-0001 MCHENRY COM	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
IL 47 FROM WASHBURN ST (MCHENRY/WOODSTOCK) TO MCCONNELL RD (MCHENRY/WOODSTOCK) W-O EASTWOOD DR						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - NEW ROAD
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Project Work Types After Revision:

Financial Data Before Revision

Financial Data After Revision

01-03-0007 CITY OF CHICAGO DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
CERMAK RD FROM (WEST) CANAL ST (COOK/CHICAGO) TO (EAST) KING DR (COOK/CHICAGO)						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	10	\$2,165	\$0	MPEA	
Financial Data After Revision	GEN-OP	CONSTRUCTION	10	\$2,165	\$0	MPEA	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-07-0023 IDOT-DOH DISTRICT 1		CHANGE PROJECT	\$400	\$400	\$0	0.00%	Scenario Year Change
		CONGRESS PKWY FROM WELL ST (COOK/CHICAGO) TO MICHIGAN AVE (COOK/CHICAGO)					
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING					
		SIGNALS - MODERNIZATION					
		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING					
		SIGNALS - MODERNIZATION					
		HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	CONSTRUCTION	09	\$500	\$400	RESURFACING
		ILL	CONSTRUCTION	09	\$2,000	\$0	INTERSECTION
		ILL	CONSTRUCTION	09	\$500	\$0	RESURFACING
Financial Data After Revision		HPP	CONSTRUCTION	09	\$500	\$400	RESURFACING
		ILL	CONSTRUCTION	09	\$2,000	\$0	INTERSECTION
		ILL	CONSTRUCTION	09	\$500	\$0	RESURFACING

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-98-0073 CITY OF CHICAGO DOT	CHANGE PROJECT	\$18,847	\$18,847	\$0	0.00%	Scenario Year Change
LAKE ST FROM CANAL ST (COOK/CHICAGO) TO WESTERN AVE (COOK/CHICAGO)						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	08	\$3,000	\$2,400		
	STP-L	ENGINEERING	09	\$500	\$400		
	STP-L	CONSTRUCTION	09	\$11,458	\$9,167		
	STP-L	ENGINEERING	10	\$600	\$480		
	STP-L	CONSTRUCTION	11	\$8,000	\$6,400	AT OGDEN	
Financial Data After Revision	STP-L	CONSTRUCTION	08	\$3,000	\$2,400		
	STP-L	ENGINEERING	09	\$500	\$400		
	STP-L	CONSTRUCTION	09	\$11,458	\$9,167		
	STP-L	ENGINEERING	10	\$600	\$480		
	STP-L	CONSTRUCTION	11	\$8,000	\$6,400	AT OGDEN	

02-02-9001 CTA	CHANGE PROJECT	\$9,196	\$9,196	\$0	0.00%	Scenario Year Change
YELLOW LINE EXTENSION FROM DEMPSTER ST (COOK/SKOKIE) TO OLD ORCHARD RD (COOK/SKOKIE) AND NEW INLINE STATIONS ALONG EXISTING LINE						

Project Work Types Before Revision: STATION - NEW
RAIL LINE - EXTEND LINE

Project Work Types After Revision: STATION - NEW
RAIL LINE - EXTEND LINE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$11,495	\$9,196	OAKTON NEW STATION	
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$11,495	\$9,196	OAKTON NEW STATION	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
02-97-0006 COOK COUNTY HIGHWAY DEPT	CHANGE PROJECT	\$1,440	\$1,440	\$0	0.00%	Scenario Year Change
OLD ORCHARD RD FROM HARMS RD (COOK/SKOKIE) TO SKOKIE BLVD (COOK/SKOKIE)						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	08	\$1,000	\$800		
	HPP	IMPLEMENTATION	11	\$800	\$640		
	MFT-ALL	IMPLEMENTATION	11	\$5,700	\$0		
Financial Data After Revision	CMAQ	IMPLEMENTATION	08	\$1,000	\$800		
	HPP	IMPLEMENTATION	11	\$800	\$640		
	MFT-ALL	IMPLEMENTATION	11	\$5,700	\$0		

03-02-0005 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
US 20 AT SHALES PWY (COOK/ELGIN) AND AT SHALE PWY						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ROW ACQUISITION	08	\$200	\$0	1764260516	
	ILL	CONSTRUCTION	08	\$3,400	\$0	1764260100	
Financial Data After Revision	ILL	ROW ACQUISITION	08	\$200	\$0	1764260516	
	ILL	CONSTRUCTION	08	\$3,400	\$0	1764260100	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
03-95-0001 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
ELGIN-O'HARE EXPY FROM US 20 LAKE ST (2ND XING) (COOK/HANOVER PARK) TO US 20 LAKE ST (1ST XING) (DUPAGE/HANOVER PARK) 2ND CROSSING NEAR E BARTLETT RD						

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
TBD	IMPLEMENTATION	MYB	\$0	\$0	

04-00-0022 IDOT-LOCAL ROADS	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BALMORAL FROM BESSIE COLEMAN (COOK/CHICAGO) TO US 12 45 EAST OF MANNHEIM RD (COOK/ROSEMONT)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD

INTERCHANGE - NEW

BRIDGE/STRUCTURE - NEW

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

INTERCHANGE - NEW

BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$10,000	\$0		
Financial Data After Revision	ILL	CONSTRUCTION	09	\$10,000	\$0		

07-06-0026 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$800	\$800	\$0	0.00%	Scenario Year Change
I- 80 FROM 183RD STREET (COOK/TINLEY PARK) TO RIDGELAND AVE (COOK/TINLEY PARK)						

Project Work Types Before Revision: INTERCHANGE - NEW

Project Work Types After Revision: INTERCHANGE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-I	09	\$1,000	\$800	1775590001	
Financial Data After Revision	HPP	ENGINEERING-I	09	\$1,000	\$800	1775590001	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-94-0001 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
IL 394 CALUMET EXPY FROM I- 80 94 (COOK/THORNTON TWP) TO I-57 - IL 394 CONNECTOR (PROPOSED) (COOK/CRETE TWP)						

Project Work Types Before Revision: MISCELLANEOUS - PROJECT TYPES NOT LISTED
HIGHWAY/ROAD - ADD LANES
INTERCHANGE - NEW

Project Work Types After Revision: MISCELLANEOUS - PROJECT TYPES NOT LISTED
HIGHWAY/ROAD - ADD LANES
INTERCHANGE - NEW

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
TBD	IMPLEMENTATION	MYB	\$300,000	\$0	
ILL	ROW ACQUISITION	MYB	\$100	\$0	

07-99-0020 COOK COUNTY HIGHWAY DEPT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
HARLEM AVENUE FROM STEGER RD (COOK/RICH TOWNSHIP) TO SAUK TRAIL (COOK/RICH TOWNSHIP)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	11	\$6,100	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	11	\$6,100	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0008 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$16,769	\$26,369	\$9,600	57.25%	Scenario Year Change
IL 53 FROM IL 64 NORTH AVE (DUPAGE/LOMBARD) TO IL 38 ROOSEVELT RD (DUPAGE/GLEN ELLYN)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	08	\$2,000	\$1,600		
	CMAQ	IMPLEMENTATION	08	\$262	\$209	BIKE FAC-ENG2/CONST	
	ILL	ROW ACQUISITION	09	\$100	\$0	53@64 1772160004	
	NHS	CONSTRUCTION	10	\$17,050	\$13,640	ST CHARLES TO ILL 64	
	ILL	ROW ACQUISITION	11	\$2,440	\$0	1710930611 (ST CHARLES TO IL	
	NHS	CONSTRUCTION	11	\$1,650	\$1,320	53@64 1772160000	
Financial Data After Revision	BRR	CONSTRUCTION	08	\$2,000	\$1,600		
	CMAQ	IMPLEMENTATION	08	\$262	\$209	BIKE FAC-ENG2/CONST	
	ILL	ROW ACQUISITION	09	\$100	\$0	53@64 1772160004	
	NHS	CONSTRUCTION	10	\$17,050	\$13,640	ST CHARLES TO ILL 64	
	ILL	ROW ACQUISITION	11	\$2,440	\$0	1710930611 (ST CHARLES TO IL	
	NHS	CONSTRUCTION	11	\$1,650	\$1,320	53@64 1772160000	
	NHS	CONSTRUCTION	12	\$12,000	\$9,600	1710930100 (ST CHARLES TO IL	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
NHS	CONSTRUCTION	MYB	\$21,675	\$17,340	1710930200 (ILL38 TO ST CHAR	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0010 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
IL 56 BUTTERFIELD RD FROM IL 59 (DUPAGE/WARRENVILLE) TO NAPERVILLE RD (DUPAGE/WHEATON)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE
 BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE
 BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ROW ACQUISITION	08	\$2,000	\$0	59 TO NAPERVILLE	
	ILL	CONSTRUCTION	09	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE	
	ILL	CONSTRUCTION	09	\$25,500	\$0	WINFIELD TO NAPERVILLE	
	ILL	CONSTRUCTION	09	\$1,970	\$0	59 TO WINFIELD; CE	
	ILL	CONSTRUCTION	09	\$39,400	\$0	59 TO WINFIELD	
	ILL	CONSTRUCTION	10	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE	
	ILL	CONSTRUCTION	10	\$1,970	\$0	59 TO WINFIELD; CE	
Financial Data After Revision	ILL	ROW ACQUISITION	08	\$2,000	\$0	59 TO NAPERVILLE	
	ILL	CONSTRUCTION	09	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE	
	ILL	CONSTRUCTION	09	\$25,500	\$0	WINFIELD TO NAPERVILLE	
	ILL	CONSTRUCTION	09	\$1,970	\$0	59 TO WINFIELD; CE	
	ILL	CONSTRUCTION	09	\$39,400	\$0	59 TO WINFIELD	
	ILL	CONSTRUCTION	10	\$1,275	\$0	WINFIELD TO NAPERVILLE; CE	
	ILL	CONSTRUCTION	10	\$1,970	\$0	59 TO WINFIELD; CE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
08-00-0019 DUPAGE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
EOLA RD AT I- 88 EAST-WEST TOLLWAY (DUPAGE/AURORA)							
Project Work Types Before Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS INTERCHANGE - NEW					
Project Work Types After Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS INTERCHANGE - NEW					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-LO	CONSTRUCTION	09	\$36,000	\$0	PARTIAL REIMBURSEMENT BY	
Financial Data After Revision	MFT-LO	CONSTRUCTION	09	\$36,000	\$0	PARTIAL REIMBURSEMENT BY	
08-00-0020 DUPAGE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
EOLA RD FROM MONTGOMERY (DUPAGE/AURORA) TO 87TH ST (DUPAGE/AURORA)							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	08	\$500	\$0		
	MFT-LO	CONSTRUCTION	08	\$2,500	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING	08	\$500	\$0		
	MFT-LO	CONSTRUCTION	08	\$2,500	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0021 DUPAGE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
COLLEGE RD FROM MAPLE AVE (DUPAGE/LISLE) TO HOBSON RD (DUPAGE/NAPERVILLE)						

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-LO	CONSTRUCTION	08	\$3,500	\$0		
Financial Data After Revision	MFT-LO	CONSTRUCTION	08	\$3,500	\$0		

08-00-0054 DUPAGE COM	CHANGE PROJECT	\$1,000	\$8,263	\$7,263	726.30%	Scenario Year Change
95TH ST EXTENSION FROM KNOCH KNOLLS/PLAINFIELD/NAPERVILLE (WILL/NAPERVILLE) TO BOUGHTON RD (WILL/NAPERVILLE)						

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-C	ENGINEERING-II	08	\$1,925	\$700		
	STP-C	ROW ACQUISITION	09	\$1,880	\$300		
Financial Data After Revision	STP-C	ENGINEERING-II	08	\$1,925	\$700		
	STP-C	ROW ACQUISITION	09	\$1,880	\$300		
	STP-L	CONSTRUCTION	12	\$15,004	\$7,263		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	CONSTRUCTION	08	\$11,610	\$0	NAPERVILLE CIP	
OTH	ROW ACQUISITION	08	\$1,465	\$0	NAPERVILLE CIP	
STP-C	CONSTRUCTION	MYB	\$21,176	\$4,500	INCLUDES E3	
OTH	ENGINEERING-II	08	\$872	\$0	NAPERVILLE CIP	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-06-0027 IDOT-OP&P	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
IL 19 IRVING PARK RD AT YORK RD (DUPAGE/BENSENVILLE)						

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-II	08	\$2,000	\$0		
	ILL	ENGINEERING-II	09	\$4,000	\$0	1771580002	
Financial Data After Revision	ILL	ENGINEERING-II	08	\$2,000	\$0		
	ILL	ENGINEERING-II	09	\$4,000	\$0	1771580002	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-06-0049 IDOT-LOCAL ROADS	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
WOOD DALE RD AT IL 19 IRVING PARK RD (DUPAGE/WOOD DALE) LIMITS: SALT CREEK BRR (W), CENTER ST (N), CENTRAL AVE. (E), & DIVISION ST (S)						

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	RTA	ENGINEERING-I	08	\$1,000	\$0		
	ILL	ENGINEERING-II	09	\$2,000	\$0		
Financial Data After Revision	RTA	ENGINEERING-I	08	\$1,000	\$0		
	ILL	ENGINEERING-II	09	\$2,000	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
HPP	IMPLEMENTATION	MYB	\$14,300	\$11,440

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-95-0001 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$24,800	\$24,800	\$0	0.00%	Scenario Year Change
IL 53 ROHLWING RD FROM ELGIN O'HARE (DUPAGE/ITASCA) TO ARMY TRAIL (DUPAGE/ADDISON)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ROW ACQUISITION	08	\$2,200	\$0	1881202514	
	STP-U	CONSTRUCTION	10	\$31,000	\$24,800	1881202010	
Financial Data After Revision	ILL	ROW ACQUISITION	08	\$2,200	\$0	1881202514	
	STP-U	CONSTRUCTION	10	\$31,000	\$24,800	1881202010	

08-95-0013 DUPAGE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
KRESS RD FROM IL 64 NORTH AVE (DUPAGE/WEST CHICAGO) TO IL 38 ROOSEVELT RD (DUPAGE/WEST CHICAGO)						

Project Work Types Before Revision: HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$1,250	\$0		
	MFT-LO	CONSTRUCTION	09	\$6,000	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$1,250	\$0		
	MFT-LO	CONSTRUCTION	09	\$6,000	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	CONSTRUCTION	09	\$750	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-98-0041 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$23,200	\$23,200	\$0	0.00%	Scenario Year Change
IL 64 NORTH AVENUE FROM KAUTZ ROAD (DUPAGE/ST. CHARLES) TO IL 59 (DUPAGE/WEST CHICAGO)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
 MISCELLANEOUS - EXEMPT PROJECTS
 BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
 MISCELLANEOUS - EXEMPT PROJECTS
 BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ROW ACQUISITION	09	\$300	\$0		
	ILL	CONSTRUCTION	10	\$3,700	\$0	CE	
	ILL	CONSTRUCTION	10	\$5,000	\$0		
	STP-U	CONSTRUCTION	10	\$32,000	\$23,200	1716140100	
Financial Data After Revision	ILL	ROW ACQUISITION	09	\$300	\$0		
	ILL	CONSTRUCTION	10	\$3,700	\$0	CE	
	ILL	CONSTRUCTION	10	\$5,000	\$0		
	STP-U	CONSTRUCTION	10	\$32,000	\$23,200	1716140100	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-00-0029 DUPAGE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
FABYAN PKWY FROM IL 38 ROOSEVELT RD (DUPAGE/WEST CHICAGO) TO KIRK RD (KANE/BATAVIA)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	08	\$100	\$0	DUPAGE COUNTY	
Financial Data After Revision	MFT-ALL	ENGINEERING	08	\$100	\$0	DUPAGE COUNTY	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
GEN-OP	CONSTRUCTION	MYB	\$1,500	\$0		
GEN-OP	ENGINEERING-II	MYB	\$150	\$0	KANE COUNTY	
MFT-LO	CONSTRUCTION	MYB	\$6,000	\$0	DUPAGE COUNTY	
GEN-OP	ROW ACQUISITION	MYB	\$200	\$0	KANE COUNTY	

09-00-0033 KANE COUNTY HIGHWAY DEPT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BLISS RD/FABYAN FROM FABYAN (KANE) TO BLISS RD (KANE)						

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ROW ACQUISITION	09	\$3,500	\$0		
	GEN-OP	ENGINEERING-II	09	\$1,420	\$0		
	GEN-OP	ENGINEERING	10	\$400	\$0		
	GEN-OP	CONSTRUCTION	10	\$7,000	\$0		
Financial Data After Revision	GEN-OP	ROW ACQUISITION	09	\$3,500	\$0		
	GEN-OP	ENGINEERING-II	09	\$1,420	\$0		
	GEN-OP	ENGINEERING	10	\$400	\$0		
	GEN-OP	CONSTRUCTION	10	\$7,000	\$0		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0014 KANE COM		CHANGE PROJECT	\$5,059	\$5,059	\$0	0.00%	Scenario Year Change
INDIAN TRAIL FROM MITCHELL (KANE/AURORA) TO FARNSWORTH (KANE/AURORA)							
Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE							
Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING							
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE							
Financial Data Before Revision							
Fund Source		Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
GEN-OP		ENGINEERING-I	08	\$225	\$0		
MFT-ALL		ENGINEERING-II	08	\$498	\$0		
STP-L		ROW ACQUISITION	08	\$1,588	\$800		
STP-L		CONSTRUCTION	09	\$8,199	\$1,700		
HPP		CONSTRUCTION	11	\$3,119	\$2,559	1201600000	
Financial Data After Revision							
GEN-OP		ENGINEERING-I	08	\$225	\$0		
MFT-ALL		ENGINEERING-II	08	\$498	\$0		
STP-L		ROW ACQUISITION	08	\$1,588	\$800		
STP-L		CONSTRUCTION	09	\$8,199	\$1,700		
HPP		CONSTRUCTION	11	\$3,119	\$2,559	1201600000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0017 KANE COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
CROSS & JOY ST FROM IL 47 MAIN STREET (KANE/SUGAR GROVE) TO EAST END OF JOY ST (KANE/SUGAR GROVE)						

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ENGINEERING-II	08	\$102	\$0		
	GEN-OP	ENGINEERING-I	08	\$100	\$0		
Financial Data After Revision	GEN-OP	ENGINEERING-II	08	\$102	\$0		
	GEN-OP	ENGINEERING-I	08	\$100	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	CONSTRUCTION	MYB	\$1,150	\$863
GEN-OP	ROW ACQUISITION	08	\$0	\$0

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-95-0011 KANE COM	CHANGE PROJECT	\$368	\$368	\$0	0.00%	Scenario Year Change
ORCHARD RD FROM S OF JERICO RD (KANE/MONTGOMERY) TO IL 30 (KANE/MONTGOMERY)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ROW ACQUISITION	08	\$2,576	\$0	ROADWAY	
	GEN-OP	ENGINEERING-II	10	\$210	\$0		
	CMAQ	CONSTRUCTION	11	\$460	\$368		
	GEN-OP	ENGINEERING	11	\$1,500	\$0		
Financial Data After Revision	GEN-OP	ROW ACQUISITION	08	\$2,576	\$0	ROADWAY	
	GEN-OP	ENGINEERING-II	10	\$210	\$0		
	CMAQ	CONSTRUCTION	11	\$460	\$368		
	GEN-OP	ENGINEERING	11	\$1,500	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	CONSTRUCTION	MYB	\$12,000	\$375

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-96-0017 KANE COUNTY HIGHWAY DEPT	CHANGE PROJECT	\$4,518	\$4,518	\$0	0.00%	Scenario Year Change
LONGMEADOW PKWY BRIDGE CORRIDOR FROM HUNTLEY RD (KANE/DUNDEE TWP) TO IL 62 (KANE/DUNDEE TWP) AND OVER FOX RIVER. AKA BOLZ RD EXTENSION						

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
BRIDGE/STRUCTURE - NEW

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	DEM	ENGINEERING-I	08	\$586	\$468		
	HPP	ROW ACQUISITION	08	\$5,197	\$4,050		
	GEN-OP	ENGINEERING-II	09	\$2,376	\$0		
Financial Data After Revision	DEM	ENGINEERING-I	08	\$586	\$468		
	HPP	ROW ACQUISITION	08	\$5,197	\$4,050		
	GEN-OP	ENGINEERING-II	09	\$2,376	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
GEN-OP	ENGINEERING	MYB	\$8,000	\$0
STP-L	CONSTRUCTION	MYB	\$88,000	\$2,500

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
09-99-0102	KANE COUNTY HIGHWAY DEPT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
LA FOX RD BYPASS TO BUNKER RD								
Project Work Types Before Revision:		HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW						
Project Work Types After Revision:		HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		GEN-OP	ENGINEERING-II	08	\$300	\$0		
		GEN-OP	ROW ACQUISITION	08	\$400	\$0		
		GEN-OP	CONSTRUCTION	09	\$500	\$0	3783	
		GEN-OP	CONSTRUCTION	09	\$5,000	\$0	3783	
		ILL	CONSTRUCTION	09	\$6,500	\$0	3783	
Financial Data After Revision		GEN-OP	ENGINEERING-II	08	\$300	\$0		
		GEN-OP	ROW ACQUISITION	08	\$400	\$0		
		GEN-OP	CONSTRUCTION	09	\$500	\$0	3783	
		GEN-OP	CONSTRUCTION	09	\$5,000	\$0	3783	
		ILL	CONSTRUCTION	09	\$6,500	\$0	3783	
10-00-0109	LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
DELANY ROAD FROM WADSWORTH (LAKE/WAUKEGAN) TO SUNSET AVENUE (LAKE/WAUKEGAN)								
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - ADD LANES SIGNALS - MODERNIZATION						
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - ADD LANES SIGNALS - MODERNIZATION						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		MFT-ALL	CONSTRUCTION	08	\$4,700	\$0		
Financial Data After Revision		MFT-ALL	CONSTRUCTION	08	\$4,700	\$0		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-00-0119 LAKE COUNTY DOT		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
CEDAR LAKE ROAD FROM HART ROAD (LAKE/ROUND LAKE) TO BACON ROAD (LAKE/ROUND LAKE)							
Project Work Types Before Revision:		HIGHWAY/ROAD - EXTEND ROAD SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Project Work Types After Revision:		HIGHWAY/ROAD - EXTEND ROAD SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
							Awarded
		MFT-ALL	CONSTRUCTION	08	\$2,000	\$0	
Financial Data After Revision		MFT-ALL	CONSTRUCTION	08	\$2,000	\$0	
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10-00-0120 LAKE COUNTY DOT		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
CEDAR LAKE RD FROM IL 120 (LAKE/ROUND LAKE) TO IL 60 (LAKE/ROUND LAKE PARK)							
Project Work Types Before Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Project Work Types After Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
							Awarded
		MFT-ALL	CONSTRUCTION	08	\$4,000	\$0	
Financial Data After Revision		MFT-ALL	CONSTRUCTION	08	\$4,000	\$0	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-00-0130 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
APTAKISIC RD FROM IL 83 (LAKE/LONG GROVE) TO BUFFALO GROVE RD (LAKE/BUFFALO GROVE)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-I	08	\$250	\$0		
	MFT-ALL	ENGINEERING-II	09	\$300	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-I	08	\$250	\$0		
	MFT-ALL	ENGINEERING-II	09	\$300	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-ALL CONSTRUCTION	MYB	\$4,000	\$0	

10-00-0131 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
WADSWORTH RD FROM DELANY RD (LAKE/WADSWORTH) TO LEWIS AVE (LAKE/BEACH PARK)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	09	\$350	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	09	\$350	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-ALL CONSTRUCTION	MYB	\$6,000	\$0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-03-0001 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
DELANY ROAD FROM IL 173 (LAKE/WADSWORTH) TO SUNSET AVE (LAKE/WAUKEGAN)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-I	08	\$2,000	\$0		
	MFT-ALL	ENGINEERING-II	09	\$3,000	\$0		
	MFT-ALL	CONSTRUCTION	10	\$30,000	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-I	08	\$2,000	\$0		
	MFT-ALL	ENGINEERING-II	09	\$3,000	\$0		
	MFT-ALL	CONSTRUCTION	10	\$30,000	\$0		

10-03-0002 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
WADSWORTH RD FROM LEWIS RD (LAKE/BEACH PARK) TO IL 137 SHERIDAN RD (LAKE/BEACH PARK)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-I	09	\$2,700	\$0		
	MFT-ALL	ENGINEERING-II	11	\$3,500	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-I	09	\$2,700	\$0		
	MFT-ALL	ENGINEERING-II	11	\$3,500	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-ALL	CONSTRUCTION	MYB	\$27,000	\$0

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-03-0003 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
FREMONT CENTER RD FROM PETERSON RD (LAKE/ROUND LAKE PARK) TO IL 60 (LAKE/ROUND LAKE PARK)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-I	09	\$500	\$0		
	MFT-ALL	ENGINEERING-II	10	\$600	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-I	09	\$500	\$0		
	MFT-ALL	ENGINEERING-II	10	\$600	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-ALL CONSTRUCTION	MYB	\$4,000	\$0	

10-03-0005 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
DEERFIELD RD FROM IL 21 45 (LAKE/RIVERWOODS) TO WILMOT RD (LAKE/DEERFIELD)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	09	\$2,000	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	09	\$2,000	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
MFT-ALL CONSTRUCTION	MYB	\$20,110	\$0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-03-0009 LAKE COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
DUGDALE RD FROM JACKSON ST (LAKE/WAUKEGAN) TO 14TH STREET (LAKE/WAUKEGAN)						

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	10	\$90	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	10	\$90	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	CONSTRUCTION	MYB	\$1,500	\$1,039		

10-94-0014 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
PULASKI (14TH ST) FROM O'PLAINE ROAD (LAKE/WAUKEGAN) TO IL 43 (LAKE/WAUKEGAN)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	10	\$96	\$0		
	MFT-ALL	CONSTRUCTION	11	\$1,200	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING	10	\$96	\$0		
	MFT-ALL	CONSTRUCTION	11	\$1,200	\$0		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-94-0018 LAKE COUNTY DOT		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
PETERSON RD FROM IL 60 (LAKE/ROUND LAKE PARK) TO US 45 (LAKE/LIBERTYVILLE) PROPOSED 2 LANE DIVIDED HIGHWAY WITH PARTIAL CONTROL ACCESS							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
							Awarded
			MFT-ALL ROW ACQUISITION	09	\$250	\$0	
			MFT-ALL CONSTRUCTION	10	\$5,000	\$0	
Financial Data After Revision			MFT-ALL ROW ACQUISITION	09	\$250	\$0	
			MFT-ALL CONSTRUCTION	10	\$5,000	\$0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-94-0021 LAKE COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
WEILAND RD FROM LAKE COOK RD (LAKE/BUFFALO GROVE) TO IL 22 (LAKE/BUFFALO GROVE) EXTENDING WEILAND ROAD NORTH - CONNECT WITH LAKE COOK ROAD						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	09	\$500	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	09	\$500	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
MFT-ALL	CONSTRUCTION	MYB	\$100	\$0		
STP-L	CONSTRUCTION	MYB	\$7,600	\$5,320	ARMSTRONG DR TO DEERFIEL	
STP-L	CONSTRUCTION	MYB	\$6,238	\$4,367	DEERFIELD PKWY TO APTAKISI	
STP-L	CONSTRUCTION	MYB	\$6,238	\$4,367	APTAKISIC RD TO IL22	
STP-L	CONSTRUCTION	MYB	\$5,478	\$3,835	WEILAND RD @ LAKE COOK RD	
STP-L	CONSTRUCTION	MYB	\$7,000	\$4,900	WEILAND RD @ DEERFIELD PK	

10-96-0006 LAKE COUNTY DOT	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BUFFALO GROVE RD FROM PORT CLINTON ROAD (LAKE/BUFFALO GROVE) TO IL 83 (LAKE/BUFFALO GROVE)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	10	\$9,800	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	10	\$9,800	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-97-0008 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$8,920	\$8,920	\$0	0.00%	Scenario Year Change
IL 83 MAIN STREET (MILWAUKEE AVE) FROM WISC STATE LINE (LAKE/ANTIOCH) TO PETITE LAKE RD (LAKE/LAKE VILLA)						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - MODERNIZATION
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - MODERNIZATION
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	11	\$11,900	\$8,920	1721880100	
Financial Data After Revision	STP-U	CONSTRUCTION	11	\$11,900	\$8,920	1721880100	

10-97-0030 LAKE COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
FAIRWAY DR FROM IL 60 (LAKE/VERNON HILLS) TO US 45 (LAKE/VERNON HILLS)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	09	\$500	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	09	\$500	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	CONSTRUCTION	MYB	\$6,500	\$4,550		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-99-0106 LAKE COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
ATKINSON ROAD FROM IL 120 BELVIDERE ROAD (LAKE/GRAYSLAKE) TO IL 83 137 (LAKE/GRAYSLAKE)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
BICYCLE FACILITY

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING-II	08	\$250	\$0		
Financial Data After Revision	MFT-ALL	ENGINEERING-II	08	\$250	\$0		

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HPP	CONSTRUCTION	MYB	\$9,300	\$4,800	
STP-L	CONSTRUCTION	MYB	\$4,910	\$3,437	

11-06-0018 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
IL 47 FROM CHARLES RD (MCHENRY/WOODSTOCK) TO US 14 (MCHENRY/WOODSTOCK)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-I	08	\$1,600	\$0	1900130103	
Financial Data After Revision	ILL	ENGINEERING-I	08	\$1,600	\$0	1900130103	

11-06-0028 IDOT-LOCAL ROADS	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
CRYSTAL LAKE AVE AT WALK-UP AVE / GRANT ST (MCHENRY/CRYSTAL LAKE)						

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$148	\$0	110616000	
Financial Data After Revision	ILL	CONSTRUCTION	09	\$148	\$0	110616000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-98-0024 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$5,720	\$5,720	\$0	0.00%	Scenario Year Change
IL 47 FROM REED RD (MCHENRY/HUNTLEY) TO KREUTZER RD (MCHENRY/HUNTLEY)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	IMPLEMENTATION	08	\$7,150	\$5,720	PER SAFETEA-LU 109-59 SEC 1	
Financial Data After Revision	HPP	IMPLEMENTATION	08	\$7,150	\$5,720	PER SAFETEA-LU 109-59 SEC 1	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-U	CONSTRUCTION	MYB	\$15,200	\$3,200	1751350600	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-00-0008 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
US 30 FROM WILLIAMS ST (E OF) (WILL/NEW LENOX) TO IL 43 HARLEM AVE (WILL/FRANKFORT)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
 HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
 HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-II	08	\$439	\$0	1710120601; US 45 TO IL 43	
	ILL	ENGINEERING-II	08	\$1,200	\$0	1710120501;E OF WILLIAM TO U	
	ILL	ROW ACQUISITION	09	\$10,025	\$0	1710120103; US 45 TO IL 43	
	ILL	ENGINEERING	10	\$4,500	\$0	1710120502; WILLIAMS TO US 4	
	ILL	CONSTRUCTION	10	\$54,500	\$0	1710120500; WILLIAMS TO US 4	
Financial Data After Revision	ILL	ENGINEERING-II	08	\$439	\$0	1710120601; US 45 TO IL 43	
	ILL	ENGINEERING-II	08	\$1,200	\$0	1710120501;E OF WILLIAM TO U	
	ILL	ROW ACQUISITION	09	\$10,025	\$0	1710120103; US 45 TO IL 43	
	ILL	ENGINEERING	10	\$4,500	\$0	1710120502; WILLIAMS TO US 4	
	ILL	CONSTRUCTION	10	\$54,500	\$0	1710120500; WILLIAMS TO US 4	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILL	ROW ACQUISITION	MYB	\$12,100	\$0	1710120511; WILLIAMS TO US 4	
NHS	CONSTRUCTION	MYB	\$45,100	\$41,560	1710120600; US 45 TO IL 43	
ILL	ENGINEERING	MYB	\$4,510	\$0	1710120602; US 45 TO IL 43	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-06-0013 WILL COM	CHANGE PROJECT	\$2,360	\$2,360	\$0	0.00%	Scenario Year Change
143RD ST FROM IL 59 (WILL/PLAINFIELD) TO IL 126 (WILL/PLAINFIELD)						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - MODERNIZATION
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - MODERNIZATION
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	11	\$450	\$360		
	STP-L	CONSTRUCTION	11	\$2,400	\$2,000		
Financial Data After Revision	STP-L	ENGINEERING-II	11	\$450	\$360		
	STP-L	CONSTRUCTION	11	\$2,400	\$2,000		

12-06-0014 WILL COM	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
143RD ST FROM IL 126 (KENDALL/PLAINFIELD) TO STEINER RD (WILL/PLAINFIELD) AND COUNTY LINE RD EXTENSION TO 143RD ST						

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	PRV	IMPLEMENTATION	08	\$500	\$0		
Financial Data After Revision	PRV	IMPLEMENTATION	08	\$500	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
GEN-OP	IMPLEMENTATION	MYB	\$0	\$0

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-06-0037 WILL COM		CHANGE PROJECT	\$2,000	\$2,000	\$0	0.00%	Scenario Year Change
LILY CACHE LANE FROM VETERANS PKWY (WILL/BOLINGBROOK) TO CREEKSIDE DR (WILL/BOLINGBROOK)							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES ENHANCEMENT - LANDSCAPING					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES ENHANCEMENT - LANDSCAPING					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	10	\$2,400	\$2,000	Awarded
Financial Data After Revision		STP-L	CONSTRUCTION	10	\$2,400	\$2,000	
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12-06-0041 IDOT-DOH DISTRICT 1		CHANGE PROJECT	\$1,600	\$1,600	\$0	0.00%	Scenario Year Change
I- 55 AT @ AIRPORT/LOCKPORT RD (WILL/UNINC) AND AT IL 126							
Project Work Types Before Revision:		INTERCHANGE - NEW INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)					
Project Work Types After Revision:		INTERCHANGE - NEW INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		HPP	ENGINEERING-I	08	\$1,000	\$800	1775600002
		HPP	ENGINEERING-I	08	\$1,000	\$800	1775600001
Financial Data After Revision		HPP	ENGINEERING-I	08	\$1,000	\$800	1775600002
		HPP	ENGINEERING-I	08	\$1,000	\$800	1775600001
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP							
		TBD	CONSTRUCTION	MYB	\$0	\$0	AIRPORT RD IMPROVEMENTS.
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
12-06-0083 IDOT-LOCAL ROADS	CHANGE PROJECT	\$400	\$400	\$0	0.00%	Scenario Year Change	
REMINGTON BLVD FROM WEBER RD (WILL/BOLINGBROOK) TO VETERANS PARKWAY/NAPERVILLE RD (WILL/BOLINGBROOK)							
Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)							
Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	08	\$500	\$400	1201390000	
Financial Data After Revision	HPP	CONSTRUCTION	08	\$500	\$400	1201390000	
12-97-0006 IDOT-DOH DISTRICT 1	CHANGE PROJECT		\$1,400	\$1,400	\$0	0.00%	Scenario Year Change
IL 7 159TH ST FROM FARRELL RD (WILL/HOMER TWP) TO WILL COOK RD (WILL/ORLAND PARK)							
Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS							
Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-II	08	\$1,750	\$1,400	I-355 TO WILL-COOK; P 1-87 OF	
Financial Data After Revision	HPP	ENGINEERING-II	08	\$1,750	\$1,400	I-355 TO WILL-COOK; P 1-87 OF	
These Line Items are Illustrative Only -- They Are NOT Part of the TIP							
	NHS	CONSTRUCTION	MYB	\$30,000	\$24,000	1900210100	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-97-0027 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$31,329	\$31,329	\$0	0.00%	Scenario Year Change
I- 55 STEVENSON EXPY FROM WEBER RD (WILL/BOLINGBROOK) TO I- 80 (WILL/TROY TWP)						

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE
 HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
 BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE
 HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	08	\$13,010	\$11,709	1749840400 (US 30 TO 143RD)	
	I-M	CONSTRUCTION	10	\$6,600	\$5,940	1749840750	
	I-M	CONSTRUCTION	10	\$15,200	\$13,680	1749840700; WT: E-NOIS, WEBE	
Financial Data After Revision	I-M	CONSTRUCTION	08	\$13,010	\$11,709	1749840400 (US 30 TO 143RD)	
	I-M	CONSTRUCTION	10	\$6,600	\$5,940	1749840750	
	I-M	CONSTRUCTION	10	\$15,200	\$13,680	1749840700; WT: E-NOIS, WEBE	

16-08-0004 CTA	CHANGE PROJECT	\$1,500	\$1,500	\$0	0.00%	Scenario Year Change
CTA - 045.014 JEFFERY BLVD - BUS RAPID TRANSIT FROM 64TH ST (COOK/CHICAGO) TO 87TH ST (COOK/CHICAGO)						

Project Work Types Before Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Project Work Types After Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	ENGINEERING-I	08	\$750	\$750		
	5309C	ENGINEERING-I	08	\$750	\$750		
Financial Data After Revision	5309C	ENGINEERING-I	08	\$750	\$750		
	5309C	ENGINEERING-I	08	\$750	\$750		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
16-08-0005 CTA	CHANGE PROJECT	\$2,250	\$2,250	\$0	0.00%	Scenario Year Change
CTA - 045.013 CHICAGO AVE - BUS RAPID TRANSIT FROM CALIFORNIA AVE (COOK/CHICAGO) TO FAIRBANKS CT (COOK/CHICAGO)						

Project Work Types Before Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Project Work Types After Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	ENGINEERING-I	08	\$1,125	\$1,125		
	5309C	ENGINEERING-I	08	\$1,125	\$1,125		
Financial Data After Revision	5309C	ENGINEERING-I	08	\$1,125	\$1,125		
	5309C	ENGINEERING-I	08	\$1,125	\$1,125		

16-08-0006 CTA	CHANGE PROJECT	\$1,050	\$1,050	\$0	0.00%	Scenario Year Change
CTA - 045.011 HALSTED ST - BUS RAPID TRANSIT FROM IL 64 NORTH AVE (COOK/CHICAG) TO LAKE ST (COOK/CHICAG)						

Project Work Types Before Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Project Work Types After Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	ENGINEERING-I	08	\$525	\$525		
	5309C	ENGINEERING-I	08	\$525	\$525		
Financial Data After Revision	5309C	ENGINEERING-I	08	\$525	\$525		
	5309C	ENGINEERING-I	08	\$525	\$525		

16-08-0007 CTA	CHANGE PROJECT	\$1,200	\$1,200	\$0	0.00%	Scenario Year Change
CTA - 045.012 79TH ST BUS RAPID TRANSIT FROM ASHLAND AVE (COOK/CHICAGO) TO STATE ST (COOK/CHICAGO)						

Project Work Types Before Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Project Work Types After Revision: BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	ENGINEERING-I	08	\$675	\$675		
	5309C	ENGINEERING-I	08	\$525	\$525		
Financial Data After Revision	5309C	ENGINEERING-I	08	\$675	\$675		
	5309C	ENGINEERING-I	08	\$525	\$525		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
17-06-0012 PACE	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
PACE - REGIONWIDE SERVICE RESTRUCTURING						

Project Work Types Before Revision: BUS ROUTES - MAJOR EXPANSION
 BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Project Work Types After Revision: BUS ROUTES - MAJOR EXPANSION
 BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
RTA	IMPLEMENTATION	MYB	\$1,333	\$0	

Totals for 73 Projects	\$175,841	\$182,989	\$7,148	4.1%
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Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

Date: September 23, 2008

From: CMAP Staff

Re: Public Comments on proposed TIP Amendment, RTP Update and Conformity Analysis

The following is a summary of the comments received on the proposed TIP Amendment, RTP Update and Conformity Analysis and staff notes on those comments. Three comments were received. Copies of the individual comments are attached.

Resumption of former bus routes

Mary Carroll sent an e-mail suggesting that transportation could be improved by resuming some routes that were dropped because of low ridership. The former routes mentioned were the Central Avenue and Devon Avenue routes.

- It appears that the public comment is referencing Pace Rte 210. Due to declining ridership and duplication with CTA this route was changed in March 2004. It was modified and now connects during rush hours with two CTA express routes to the loop at Sheridan/Berwyn (CTA Rte 136 & CTA Rte 147). Additionally, Pace Rte 210 passes the Berwyn Red Line Station if the customer prefers to take the train downtown.

Format and presentation of the RTP Update and TIP Amendment

Harry Solomon sent an e-mail stating that the overarching themes of sustainability, equity and innovation and the new regional priorities should be included in the RTP Update. He also stated that it was not possible to comment on new TIP projects if there were no details available and the TIP identification numbers appear to be incorrect. Mr.

Solomon stated that reformatting of the data and simplifying the links to the website would improve usability.

- As the region's first truly comprehensive plan, *GO TO 2040*, is being developed, the themes of sustainability, equity and innovation and the regional priorities will be addressed in detail. CMAP staff suggests that the language regarding sustainability be modified in the next *2030 RTP* update, scheduled for June 2009.
- A report that provides details on new TIP projects is posted on the CMAP website. This report will be standard procedure for all future TIP amendments to ensure that details of new TIP projects will be readily available for public review. Reformatting of the existing data to simplifying links to the website is in progress and will be in use for the next round of amendments. Identification numbers have been corrected.

South Suburban Airport

Walter McElligott sent an e-mail discussing his opposition to a regional South Suburban Airport included in the *2030 RTP*.

- Intercity transportation, including aviation, is important for the economy of the region and the mobility of our citizens. Aviation improvements, including the proposed South Suburban Airport, are an integral element of our region's transportation system plan to facilitate intercity travel. We recognize that as the region and transportation system change, plans need to be reviewed for appropriateness. Such a review is best accomplished in the context of our *GO TO 2040* process, not the minor update of the *2030 Regional Transportation Plan* now being considered. Intercity passenger transportation and freight transportation are both being studied in detail within the *GO TO 2040* plan process.

From: Solomon, Harry (GE Healthcare) [Harry.Solomon@med.ge.com]

Sent: Tuesday, September 09, 2008 9:48 AM

To: Tip

Cc: Randy Blankenhorn; Gordon Smith; hmorgan@cmap.iilinois.gov; Stauber, Joel; aalex@uic.edu

Subject: Comments on RTP Update and TIP amendments

1. The Draft Revision of the 2030 Regional Transportation Plan should recognize some of the new regional priorities and the new realities of the high fuel price economy. Even though this is only a relatively minor update to the RTP, and understandably not much effort is being put into it, it should at least introduce the overarching themes of *Sustainability, Equity* and *Innovation* accepted by the CMAP Board for the 2040 Comprehensive Plan. For example, the "Regional Transportation Challenges and Concerns" should, under Section 1.2.6 Natural Environment at least mention the regional goal of applying sustainability principles, not just to the regional environment, but to the larger scope of the global environment and in particular climate change, and our goal of substantially reducing our greenhouse gas emissions. Section 1.4.3.1 Transportation and Natural Environment Objectives should address overall carbon footprint *reduction*, not just "offsetting carbon emissions."

2. The Transportation Improvement Program (TIP) amendments, as listed in "Results for conformity analysis of October 9, 2008 TIP Amendment", include an item "I-294 at Balmoral TIP ID: 05-08-0013 – new project." However, I could not find this project in the "FY 2007-2012 Project Listing Current as of the August 22, 2008 CMAP Transportation Committee meeting" file on the CMAP website, and 05-08-0013 in that file is the ID for a completely different project ("31st Street from Kemman Avenue ..."). The other two new projects, "Add lanes to Reagan Memorial Tollway ...TIP ID: 09-08-0034" and "River Road and Chapel Hill Road ...TIP ID 11-08-0023" also do not appear in the TIP Project Listing file. ***It is impossible to comment on the TIP amendments if there are no details on the new projects.*** It is essential that the materials provide a complete and consistent accounting of the TIP projects.

3. As a general comment, the TIP amendments review process does not come up to the standards of CMAP's Public Participation Plan. The material is presented in a manner that there is no effective way for the public to participate in a meaningful review. I have served two years on the CMAP Citizens' Advisory Committee, I consider myself fairly knowledgeable about planning documents and pretty computer-savvy, but I had considerable difficulty understanding what is really in the update, and finding it on the CMAP website. For instance, the updates are listed in a memo entitled "Results for conformity analysis of October 9, 2008 TIP Amendment", and it is not apparent that that really is the list of TIP projects being changed (and not a misdirected Web link), or what the list means, or the content and significance of the projects in the list. In my search for details on the TIP projects, I even downloaded the MS Access database of projects; the user interface is wholly unusable for the process of public review (even assuming they have MS Access software and the skills necessary to use it), and the database doesn't really have descriptions of the projects anyway. I recognize that improving the web site and visualization tools is a work in process, but effective and meaningful *public* review (not just by project programmers and planning professionals) is critical to CMAP accountability. Even a little bit of attention to considering the questions the public would ask about the TIP, and reformatting the data for presentation to address those questions, would go a long way to improving usability.

- Harry Solomon
CMAP Citizens' Advisory Committee

From: Carroll, Mary [Mary.Carroll@mwrddc.dst.il.us]

Sent: Friday, August 29, 2008 12:41 PM

To: Tip

Subject: Resume Old Routes

My suggestion for transportation improvement would be to resume some old bus runs. My neighbors used to take a bus from Central Avenue in Edgebrook all the way to Michigan Avenue and Erie Street. The bus began farther north, and was an express bus that had only three stops, with the one on Central Avenue being the last. It was dropped many years ago because of *supposed* low ridership. Actually, the bus always was filled and had a large number of people standing. They did not mind standing because the service was so good. Now, for me to use public transportation I must take a bus on Central and Peterson Avenues to the Jefferson Park el. Then, I walk to work. The entire commute takes a minimum of one hour and 45 minutes, so I drive. If I drive, the entire trip--including walking--is a half hour. It can take up to 45 minutes during snowstorms or bad traffic. I would be thrilled to take the bus, if there was one near me. The Devon Avenue bus route near my home has been canceled too. More people would take the bus if old routes were resumed.

Mary Carroll
312/751-6634

From: Walt McElligott [wmcauth07@yahoo.com]

Sent: Tuesday, September 09, 2008 9:09 PM

To: Tip

Subject: TIP Amendments

CMAP

ATTN: TIP Amendments,

Sears Tower,

233 S. Wacker Drive

Suite 800

Chicago, Illinois 60657

I'm e-mailing, my comments on the 2030 Regional Transportation Plan for Northeastern Illinois.

First, i question how CMAP blindly goes along with IDOT officials concerning the alleged "need" for a regional South Suburban Airport (SSA).

Dr. Shea, of IDOT's Div. of Aeronautics hasn't even found the SSA important enough to make Daily Southtown-Star headlines lately.

In all honesty, as a resident of Beecher, IL, who likes to say on my blog that i live off Runway 9/27, I'm confused as to why efforts continue to keep this new SSA alive through the planning process.

After all, there are certain facts IDOT keeps hoping will go away if they just close their eyes to them:

1. As pointed out by 3 area township supervisors in a June 12, 2008 letter to the Chicago Tribune, an "independent airport need study" has never been done by the Illinois Dept. of Transportation in Eastern Will County, for a South Suburban Airport. These township officials have been the first and only parties to request an independent airport need study. A request, to which the state has not yet replied.
2. IDOT claims to have purchased approximately 2000 acres of some of the last best farm soil in Eastern Will County by the expenditure of various total sums of money. However, the majority of that land is noncontiguous acreage that does not lend itself to the construction of the mile long runway necessary for the landing and taking off of cargo jet airplanes from China on a 24/7 (hours, day) basis.
3. IDOT has advised residents that Asian cargo air companies are the ONLY aircraft companies willing to talk to Illinois about sending their jet airplanes (with less pollution restricted aircraft) into Eastern Will Counties, four decade old proposal for a South Suburban Airport.
4. Upon seeing the latest IDOT plans, Mr. Jim Bult, owner of Bult (originally "Sanger") Field, responded, 'he had not been notified that he had turned his airport over to the state.' However, this is how the airport on which he has spent in excess of \$43 million of his personal funds in restoring the runway and building new hangars and equipment. All work done with the written approval of Will County and the state of Illinois. Since Bult surely has no intention of making his airport a gift to IDOT, perhaps Ms. Shea can advise where they will get the \$43 million to buy Bult Field, to include it in their alleged airport.
5. In case you're thinking, "eminent domain," may i remind you that Shea, in her promise of Dec 2006 to cooperate with area residents, has had her first & only "friendly" condemnation litigation in Will County courts for 6 months, without resolution. And, case number, 08ED11, Helena D. Hudgins, involves an 80-year old Chicago widow, and a small home, on 5 acres land in Monee, IL, next due on

the docket on Sept. 30, 2008. "Condemnation lawsuit seeks Peotone land for airport," By Guy Tridgell SUN-TIMES NEWS GROUP, made the media on March 13, 2008.

6. IDOT's own SSA web site makes the case for their declining interest in a "third" (actually 5th) area airport. IDOT was quite busy through 2006, spending taxpayer's funds on an airport that even former Gov. George Ryan once rejected. Then came 2007, & Shea & IDOT purchased one plat of EWC property. And, July 2, 2008, was the date of the only purchase they made this year.

7. According to information from the FAA office in Chicago, in an email dated, Friday, September 5, 2008,

From:

"Amy.Hanson@faa.gov" <Amy.Hanson@faa.gov>

To: "Walt McElligott" <wmcauth07@yahoo.com>

The FAA is still awaiting the remaining portions of the Master Plan from IDOT. The FAA's EIS process is awaiting those materials before it can proceed.

Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
office (847) 294-7354
fax (847) 294-7046
cell (847) 571-3425
amy.hanson@faa.gov

As is evident, Shea's claim that 'all necessary documents have been delivered to the FAA' is incorrect as of Sept. 5, 2008, almost 6 months after she notified the media it had been done.

Thanx for listening to (part of) my side of the story.

Walter McElligott, Box 452, beecher, IL 60401



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Memorandum

To: CMAQ Project Selection Committee
From: Ross Patronsky, Senior Planner
Doug Ferguson, Associate Planner
Subject: Public Comments on proposed FY 2009 CMAQ Program
Date: September 4, 2008

The following is a summary of comments received on the proposed FY 2009 CMAQ program and staff notes on those comments. Ten comments were received on specific proposals. One comment also referred to the CMAQ program in general. Copies of the individual comments are attached.

TI01093175 – CTA – Express Bus #X9 Ashland Express-Year 3
TI01093177 – CTA – #X49 Western Express Bus-Weekend Service
TI01093174 – CTA – Bus Route Improvements
OT13093189 – Pace – Expand I-GO Car Sharing Regionwide
CMAQ Proposed Program

Garrett Phillips sent an email supporting the above projects and recommending more funding for ITS projects, projects on the I-90 corridor and in Cook County, BRT projects, congestion pricing initiatives, bicycle and pedestrian facilities and against funding for any project that would ease present congestion but facilitate increased auto use in the long run.

- The Ashland Express, Western Ave Express Weekend Service and I-Go Regionwide Expansion projects were included in the proposed program. The Bus Route Improvements project was not included in the proposed program; the prior year funding for the project had not been obligated, and it ranked relatively low among transit service and equipment proposals.

PD03093184 – Barrington – North Commuter Parking Structure

Michael Walczak, Program Manager for Transportation, Northwest Municipal Conference, sent a letter supporting the project for funding.

Denise Pieroni, Village Manager, Village of Barrington, sent a letter supporting the project for funding.

- This proposal was not included in the proposed program. As noted in the July 10 cover memorandum to the staff recommendation, the parking deck category had two proposals, requesting \$22 million federal dollars. Neither proposal was recommended since the funding needed was too high in light of the expected impact and the opportunities for benefits in other proposal categories.

In particular, the Barrington proposal requested a total of \$8,300,000 in CMAQ federal funds. Aside from CMAQ funds and local match, the only other funds being applied to this project are STP funds programmed by the Northwest Council of Mayors. The lack of other fund sources, or other development efforts in conjunction with the project, results in a project that does not leverage the CMAQ funds. This was taken into consideration when deciding whether or not to include this project in the staff recommendation.

BP11093071 – Lake in the Hills Parks & Recreation – Harvest Gate Bike Path

Krista and Kevin McDunn sent a letter in opposition to the project.

George Brennan and seven other signatories sent a letter in opposition to the project.

- This proposal is included in the proposed program. It ranked 13th among bicycle facility proposals; the top fifteen proposals are in the proposed program. The comment letters make several assertions, among them that the existing road network is sufficient for cyclists, that the Village's project development process has been flawed, that there is significant opposition to the project, and that there will be a special hardship on one family living adjacent to the proposed facility. The comments were forwarded to the proposal contact, whose response is attached.

Support or opposition letters by themselves are given only modest consideration in recommending proposals for the CMAQ program. In this case however, one of the points raised warrants consideration, both for this specific proposal as well as for future CMAQ funding cycles.

In this case, the commenters point out that there is an existing road that parallels the proposed off-street facility and connects the two paths that terminate it. This road can be seen on the attached aerial photographs; it is a standard residential street in a subdivision. The commenters assert that the road has low volumes of automobile traffic, and does not present a barrier to bicyclists.

The sponsor's contact has responded that the road has high traffic volumes, is narrow, and has significant parking, making it unsuitable as a bicycle facility.

Staff is still seeking more information to verify the suitability of the road for bicycle use. However, if the street is suitable for bicyclists, then it is

recommended that CMAQ funds should not be used to build the proposed facility. In any case, staff recommends that future CMAQ bicycle facility application materials include questions to clarify whether or not there are existing adequate facilities.

Thirteen Diesel Emission Reduction Proposals

Twelve groups submitted a comment supporting full funding for all thirteen diesel emission reduction proposals that showed benefits.

- Eleven of these proposals are included in the proposed program. The proposed CMAQ funding level submitted for public comment is approximately \$18.8 million. This funding level is the largest one-year commitment of CMAQ funds to diesel emission reduction projects in the six-state US EPA Region 5, and quite possibly, the country. If all thirteen proposals were fully funded, the FY 2009 CMAQ funding level would be just under \$46 million. While this funding level could in theory be achieved, many other useful transportation proposals would need to be omitted. Full funding of all thirteen diesel emission reduction proposals is not recommended.

DR13093150 – IEPA – Chicago Area Diesel Retrofit Program

DR01093125 – CDOE – Chicago Diesel Emissions Reduction Project

DR13093182 – IDOT – IDOT Maintenance Fleet Emissions Reduction

DR01093127 – IEPA – Retrofit of Amtrak Switcher Engines

IEPA sent a letter supporting the inclusion of these proposals in the program, and the proposed 20% match for the Amtrak proposal.

- These proposals are included in the proposed program; the Amtrak proposal calls for a 20% local match.

DR04093133 – Berkeley – Union Pacific Proviso Railyard Switcher Engine Retrofit

Union Pacific sent a letter indicating their inability to move forward with the project at the proposed 50 percent local match. They indicated that a 35% local match would be acceptable

- This proposal is included in the proposed program for \$1,600,000 in federal funds to retrofit two switcher units.

DR01093126 – IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project

IEPA forwarded a letter from the Norfolk Southern indicating that they cannot commit to the project at the proposed 50 percent local match. They indicated that they require the 20% local match, but offered to extend the time the switch engines are guaranteed to be in the region, and to keep an existing Genset-equipped locomotive in the region for an additional 30 months.

- This proposal is included in the proposed program for \$1,500,000 in federal funds to retrofit two switcher units.

DR069093132 – Bedford Park – BRC Clearing Yard Switcher Retrofit

The Belt Railway sent a letter indicating their inability to move forward with the project at the proposed 50 percent local match. They indicated that a 35% local match would be acceptable

- This proposal is included in the proposed program for \$2,250,000 in federal funds to retrofit three switcher units.

All told, five private railroads are recommended for funding in the FY 2009 CMAQ program. At the fifty percent local match level, \$8,875,500 in federal funds is recommended. Each of the sponsors was informed that the local match was recommended at fifty percent. Staff had specific contact with four of the railroads. One did not respond specifically to the recommended local match. Two railroads said they could accept a thirty-five percent local match, and one stated that it required the minimum twenty percent local match.

Funding each railroad at the local match level it agrees to could be considered, but would create inequities that could disrupt programming in future cycles. Staff recommends that all proposals be funded at the same local match.

Funding the five proposals at a twenty percent local match would require \$16,460,800 in federal funds. At a thirty-five percent local match, \$11,538,150 in federal funds would be required. Assuming that the Norfolk Southern is in fact unable to provide more than a twenty percent local match, then deleting that proposal from the program results in \$9,588,150 in federal funds required for the remaining four proposals. There is an increase of \$712,650 in federal funds required compared to the proposed program released for public comment. After accounting for the three previously-programmed projects recommended for withdrawal, the total program is still within the estimated mark.

Staff recommends that DR01093126 – IEPA – Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project be removed from the proposed program and that these proposals be funded at a thirty-five percent local match:

- DR04093133 – Berkeley – Union Pacific Proviso Railyard Switcher Engine Retrofit
- DR069093132 – Bedford Park – BRC Clearing Yard Switcher Retrofit
- DR05093134 – Cicero – Cicero Rail Yard Locomotive Diesel Retrofit
- DR13093142 – Franklin Park – Indiana Harbor Belt Railroad Switcher Engine Retrofit

A revised proposed program, incorporating the changes recommended in this summary is attached.

From: Garrett Phillips [mailto:gphillipswork@gmail.com]
Sent: Monday, August 11, 2008 11:22 PM
To: Info
Subject: Comments on FY 2009 CMAQ Proposed Program

Here are some comments on FY 2009 CMAQ Proposed Projects.

I'm in favor of CTA X9 and CTA X49 funding, and of improvements to the CTA Kedzie/California bus route. I support IGO funding, funding to install and utilize intelligent transportation systems, funding for the I90 corridor, funding for bus rapid transit systems, funding for congestion pricing initiatives, funding to facilitate safe and efficient travel by bicycle and foot. I would like to see more money spent in Cook County. I am against any proposal that would increase air pollution in the long run by easing present congestion and facilitating more auto usage.

-Thank you for the opportunity to comment

Garrett Phillips
1758 N. Whipple
Chicago IL 60647
.

**NORTHWEST MUNICIPAL
CONFERENCE**



***Celebrating 50 Years of
Excellence in Local Government Service***

August 25, 2008

Doug Ferguson
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Ferguson,

The Northwest Municipal Conference would like to voice its support for the Village of Barrington's North Commuter Parking Structure (PD03093184) proposal for the FY 2009 CMAQ program, and encourages the CMAQ Project Selection Committee to include the project for engineering funds in FY 2009 and construction in FY 2010. We believe this project will mitigate congestion and improve air quality through increased transit usage, and has a demonstrated regional benefit.

The project has applied for CMAQ funding for each of the past three years, ranking at the top of the parking deck category each year. According to the rankings, the project shows significant benefits by scoring below \$900 per kilogram of VOC eliminated each year.

By providing additional parking spaces at the congested Barrington Metra station, the project will benefit current Metra ridership, as well as projected growth tied to Metra's proposed service expansion on the UP-Northwest Line. It also has benefits beyond Barrington, as many residents of surrounding communities currently use the station. Further demonstrating this regional importance, the Northwest Council of Mayors has programmed \$2,500,000 in federal Surface Transportation program (STP) funds for construction of the project in FY 2010, with a request for another \$1,000,000 awaiting the Council's approval. Additional funding will come from the Village of Barrington and possibly Metra.

The Northwest Municipal Conference appreciates the committee's consideration on this matter. Please feel free to contact me should you have any questions regarding the project.

Sincerely,

Michael Walczak
Program Manager for Transportation
Northwest Municipal Conference

MEMBERS

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Executive Director

Mark L. Fowler

*Affiliate Member



VILLAGE OF BARRINGTON

August 25, 2008

Doug Ferguson
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Ferguson,

The Village of Barrington respectfully submits for your consideration during the public comment period for the FY 2009 CMAQ Program our request that further consideration be given to the funding of the Barrington Parking Structure (PD03093184).

While the Village understands that there are many good projects submitted for the Program, we encourage the CMAQ Project Selection Committee to include that project for engineering funds in FY 2009 and construction in FY 2010. The Barrington Parking Structure provides significant regional benefits at a cost below \$900 per kilogram of VOC eliminated each year. In each of the last three years this project has been the highest ranking parking structure submitted, and consistently ranks well when compared to other approved projects.

This project will mitigate congestion by providing additional parking spaces at the already crowded Barrington Metra station, which services the entire Barrington area and other adjacent communities. This project is necessary to meet current demand, as is evidenced by the number of tickets issued to commuters for cars that are illegally parked because no alternatives are available, and by the calls received from commuters who have to travel to a further station or drive to Chicago because their parking needs can not be accommodated in Barrington. As such, this expansion will benefit current Metra ridership and encourage additional transit usage.

Further demonstrating this regional importance, the Northwest Council of Mayors has programmed \$2,500,000 in federal Surface Transportation Program (STP) funds for construction of the project in FY 2010. (STP has recently increased their limit to \$3,500,000 and Barrington is seeking to increase our request for funding, to this new limit). One of the early review comments from the Committee was "unusual CMAQ amount requested." Assuming the Village's request for increased STP funding is fulfilled, this should correspondingly reduce the amount of CMAQ funding required to move this project forward.

In summary, this project (PD03093184) meets each standard measured (dollars per CMAQ goal) and is very competitive in nearly all categories. The cost to create commuter parking in dense urban areas is expensive, and trying to cover this cost through increased user fees will make parking cost-prohibitive from the consumer's perspective (less expensive to drive). Without significant federal funding, there is no way for this type of project, which has a significant positive impact on the environment, to move forward. (Also attached for your reference is my July 16 letter confirming that the Village is committed to covering the remaining cost of the project through a bond issue to be supported by increased parking fees. As such, users of the system will already be expected to pay an increased cost for this expanded service.)

The Village of Barrington appreciates your consideration of this matter. Please feel free to contact me should you have any questions regarding the project.

Sincerely,

Denise Pieroni
Village Manager

cc: Mike Walczak, NWMC
Greg Summers, Director Engineering & Building

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200 S. HOUGH ST.
BARRINGTON, IL 60010
(847) 304-3400

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300 N. RAYMOND AVE.
BARRINGTON, IL 60010
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FAX (847) 382-3030

PUBLIC SAFETY
400 N. NORTHWEST HWY.
BARRINGTON, IL 60010

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TEL (847) 304-3300
FAX (847) 381-2165

FIRE
TEL (847) 304-3600
FAX (847) 381-1889



VILLAGE OF BARRINGTON

July 16, 2008

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: FY 08 CMAQ Application, Village of Barrington

Dear Mr. Ferguson:

In our CMAQ application submitted in January 2008 for the construction of a 600-space parking deck, we noted that Metra has indicated their support of the project and the Village has requested that they include in their Capital Plan a contribution of \$2.25 million dollars to assist in its funding. However, we would like to update our application to clarify the Village of Barrington's funding options if Metra does not provide the anticipated amounts of contribution.

The Village of Barrington is committed to completing this project and we have identified alternate sources of revenue if Metra is not able to assist with funding for this project. The Village of Barrington is prepared to issue bonds and is prepared to increase commuter parking fees by approximately 50% to cover the debt payments on the bond issue.

If you have any questions, please contact Greg Summers, Director of the Engineering and Building Department, at 847-304-3460, or you may call me at 847-304-3401.

Sincerely,

Denise Pieroni
Village Manager

CC: President and Board of Trustees
Mike Walczak, Northwest Municipal Conference
Dennis Burmeister, Director of Public Works
Greg Summers, Director of Engineering and Building

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CMAQ FY 2009 CMAQ PROJECT APPLICATION FORM

BICYCLE AND PEDESTRIAN FACILITIES

I. PROJECT IDENTIFICATION					
PROJECT SPONSOR Village of Lake in the Hills Parks & Recreation Department			CONTACT INFORMATION – NAME, TITLE, AGENCY, ADDRESS, PHONE, FAX, E-MAIL Trudy Wakeman, CPRP Director of Parks & Recreation Village of Lake in the Hills 600 Harvest Gate Lake in the Hills, IL 60156 Phone: 847.960.7460 Fax: 847.760.7465 twakeman@lith.org		
OTHER AGENCIES PARTICIPATING IN PROJECT None					
TIP PROJECT ID, IF PROJECT IS ALREADY IN FY 07-12 TIP N/A					
II. PROJECT LOCATION Note: Projects not readily identified by location should provide a project title on the last line of the Project Location section					
NAME OF STREET OR FACILITY TO BE IMPROVED Harvest Gate Bike Path			MARKED ROUTE # N/A		
PROJECT LIMITS: NORTH/WEST REFERENCE POINT/CROSS ST/INTERSECTION Heavens Gate Bike Path			MARKED ROUTE # N/A	MUNICIPALITY & COUNTY Village of Lake in the Hills, McHenry County	
PROJECT LIMITS: SOUTH/EAST REFERENCE POINT/CROSS ST/INTERSECTION Harvest Gate and existing bike path			MARKED ROUTE # N/A	MUNICIPALITY & COUNTY Village of Lake in the Hills, McHenry County	
OTHER PROJECT LOCATION INFORMATION OR PROJECT TITLE Harvest Gate Bike Path					
III. PROJECT FINANCING & CMAQ FUNDING REQUEST					
	STARTING YEAR	TOTAL PHASE COSTS (THOUSANDS)	CMAQ FUNDS REQUESTED (THOUSANDS)	OTHER FEDERAL FUNDS List prior CMAQ funding here.	
				FUND TYPE	AMOUNT
ENGINEERING PHASE 1	2009	\$108,500	\$86,800		\$
ENGINEERING PHASE 2	2010	\$50,000	\$40,000		\$
RIGHT-OF-WAY ACQUISITION		\$	\$		\$
CONSTRUCTION (INCLUDING CONST ENG)	2011 or 2012	\$549,125	\$439,300		\$
ENGINEERING (FOR IMPLEMENTATION PROJECTS)		\$	\$		\$
IMPLEMENTATION		\$	\$		\$
ALTERNATIVES ANALYSIS		\$	\$		\$
TOTAL PROJECT COSTS		\$707,625	\$566,100		
SOURCE OF LOCAL MATCHING FUNDS:		Village of Lake in the Hills General Funds			
NOTE: IF SOFT MATCHING FUNDS ARE INTENDED TO BE USED, PLEASE CONTACT CMAP STAFF.					
HAVE THE MATCHING FUNDS BEEN SECURED (PROVIDE DETAILS):					

CMAQ FY 2009 CMAQ PROJECT APPLICATION FORM

BICYCLE AND PEDESTRIAN FACILITIES – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

TYPE OF PROJECT (CHECK PRIMARY USE): ☒ BICYCLE FACILITY ☒ PEDESTRIAN FACILITY

MILES OF EXISTING BICYCLE/PEDESTRIAN FACILITIES INTERSECTING THE PROPOSED FACILITY: **5.92 mi**

IDENTIFY INTERSECTING FACILITIES: 5.92 miles of paved bike path will connect to this path.

Bike path in Ken Carpenter Park (Miller Road and Randall Road) is 0.75 miles and will connect to a 5 mile path on Miller Road. A small path along Harvest Gate will link to the Algonquin Road path.

TRIP ATTRACTORS LINKED DIRECTLY TO THE PROPOSED FACILITY:

Municipal complex – Village of Lake in the Hills Village Hall

Educational building – Lincoln Prairie Elementary School

Restaurants – Arbys, Govnor's Pub, Bakers Square, and Dunkin Donuts

Retail – Costco, Lowes, Verizon, and Athletico

Financial Institutions – Chase Bank, LaSalle Bank

Open Space – Ken Carpenter Park, Village Hall Open Space

V. PROGRAM MANAGEMENT INFORMATION

IS RIGHT-OF-WAY ACQUISITION REQUIRED FOR THIS PROJECT?

☐ YES ☒ NO

IF SO, HAS RIGHT-OF-WAY BEEN ACQUIRED?

☐ YES ☒ NO

INDICATE THE STATUS OF THE PRELIMINARY DESIGN:

☐ N.A. ☒ Not Begun ☐ Underway ☐ Submitted ☐ Approved

ESTIMATED COMPLETION YEAR: **2011 or 2012**

VI. PROJECT DESCRIPTION AND MAP

1. PLEASE DESCRIBE PROJECT. FOR OUTREACH, PROMOTION OR MARKETING EFFORTS GIVE SPECIFIC DETAILS OF THE CAMPAIGN. DESCRIBE THE COORDINATION OF THESE EFFORTS WITH RESPECT TO OTHER SUCH CAMPAIGNS (SEE SECTION I.6 ON PAGE 31 OF THE INSTRUCTIONS):

The project is a 2,800' – 10' wide asphalt bike path that connects the existing path on Harvest Gate with the existing path on Heavens Gate. There are two proposed crossings of Woods Creek. The purpose of the path is to eliminate bike travel along Harvest Gate and encourage non-motorized traffic to visit the nearby retail centers and financial institutions.

Promotions will involve utilizing the Lake in the Hills website to highlight the bike path and various facilities to access. Future plans will include a bike path map with various business promotions incorporated into the map.

2. PROJECT MAP. PLEASE ATTACH A MAP TO THE APPLICATION FORM. INFORMATION MUST BE SUFFICIENT TO ACCURATELY LOCATE THE PROJECT ON A LOCAL STREET MAP. HAND DRAWN MAPS OR MAPS PRODUCED BY GIS SYSTEMS ARE ACCEPTABLE. MAPS FROM TELEPHONE BOOKS WILL NOT BE ACCEPTED.

3. CMAQ FY 2008 PEDESTRIAN FACILITY SUPPLEMENT. IF THE PROPOSED FACILITY IS PRIMARILY A PEDESTRIAN FACILITY, COMPLETE THE PEDESTRIAN FACILITY SUPPLEMENT.

CMAP FY 2009 CMAQ PROJECT SUPPLEMENTARY INFORMATION FOR PEDESTRIAN FACILITY PROJECTS

Project Description: Harvest Gate Bike Path

[illegible]

CMAQ FY 2009 PROJECT SCOPING REPORT

FOR PROPOSED INTERSECTION IMPROVEMENTS, BOTTLENECK ELIMINATIONS, BICYCLE/PEDESTRIAN, AND
COMMUTER PARKING FACILITY PROJECTS
FOR PROJECTS FOR WHICH A PROJECT DEVELOPMENT REPORT IS NOT NOW BEING REVIEWED

PART I. OVERVIEW

COMMON ROUTE NAME: Harvest Gate Bike Path ROUTE MARKING: _____

LIMITS: FROM: Harvest Gate TO: Existing off-street path at heavens gate

COUNTY: McHenry

FIELD/SITE REVIEW DATE: Trudy Wakeman / June 2008

FIELD REVIEW PARTICIPANTS: Trudy L. Wakeman, CPRP; Scott Fish, Contract Inspector

JURISDICTIONS INVOLVED:

Village of Lake in the Hills _____

KEY PEOPLE:

Name Trudy Wakeman

Name Scott Fish

Title Director of Parks & Recreation

Title Contract Inspector

Phone/fax 847.960.7461 / 847.960.7465

Phone/fax 847.960.7461 / 847.960.7465

PART II. EXISTING CONDITIONS

VERTICAL CLEARANCE RESTRICTIONS (existing profile/overhead structures):

HORIZONTAL RESTRICTIONS (ROW/sidewalks/curb & gutter/buildings):

UNUSUAL SOIL CONDITIONS (CHECK ALL THAT APPLY):

☒ wetlands ☒ cattails in ditches ☐ bogs ☐ dry land bridges ☐ contaminated soil

UTILITIES INVOLVED (CHECK ALL THAT APPLY):

☐ electrical ☐ gas ☐ telephone ☐ cable ☐ sewer ☐ water ☐ pipelines ☐ other

SPECIAL SAFETY CONSIDERATIONS (high accident spots and sections):

CROSSED OR ADJACENT BRIDGES:

- ☐ Applicable (**Complete and include one or more copies of Attachment 1**)
☒ Not Applicable

SIGNALIZED INTERSECTIONS:

- ☐ Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 2**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
 - **if signals are actuated, the Actuated Controller Properties page of the Input Module Worksheet**
 - **As many Actuated Controller Coordination pages of the Input Module Worksheet as warranted, i.e., based on extended side-street leading left-turn phases**
- ☒ Not Applicable

UNSIGNALIZED INTERSECTIONS NEEDING UPDATE:

- ☐ Applicable: **Complete and include for each intersection:**
- **one copy of Attachment 3**
 - **two Input Module Worksheets (one for current conditions and one for conditions after the proposed project)**
- ☒ Not Applicable

DRAINAGE DATA:

- ☒ **Complete and include one or more copies of Attachment 4**

RAILROADS:

- ☐ Applicable (**Complete and include one or more copies of Attachment 5**)
☒ Not Applicable

PART III. ENVIRONMENTAL AND SPECIAL DATA

Documented (IDNR) or possible wetlands: ☒ Yes ☐ No:

Location(s) Area is designated open space with large brush and tall grasses. There may be possible wetlands or mitigation in the area.

Parks or Forest Preserve: ☒ Yes ☐ No:

Location(s) Open parks space is within the plan area.

4(f) Involvement ☐ Definite ☐ Possible

Cultural resource involvement (check all that apply):

☐ Historic district ☐ Historic structure ☐ Historical marker

☐ Other eligible historic designations ☐ Other cultural resources

Location(s) _____

Adjacent land use (Check all that apply)

☒ Residential ☐ Office/Retail ☐ Schools

☐ Industrial ☒ Park or Forest Preserve ☐ Other Institutional

Hazardous materials (UST, LUST, other hazardous waste sites) ☐ Yes ☐ No

Potential contaminated soils: _____

Local Acceptability *(a federally accepted public involvement program will be prepared during project development)*

Is there local public support, generally? ☒ Yes ☐ No

Has the affected public been involved/informed? ☒ Yes ☐ No

How? Residents of the adjacent residential have been invited to attend a Parks & Recreation Board meeting as well as multiple Village Board meetings to discuss the issues of the potential bike path. Public Information Meetings will be held during the Phase I design.

PART IV. PROPOSED SCOPE OF WORK

Engineering (Enter cost if eligible for federal funding):

Phase I (preliminary design) \$108,500 % complete 0 Months to complete 6

Phase II (plans, specs and estimates) \$50,000 % complete 0 Months to complete 6

Right of way needed: ☒ No ☐ Yes: Estimated cost \$

Utility Relocation ☒ No ☐ Yes: Cost \$

Construction: Cost \$549,125 Months to complete: 8 months Calendar Year 2011

(INCLUDE DETAILED COST ESTIMATE FOR CONSTRUCTION ITEMS ON FOLLOWING PAGE).

Proposed cross section(s)/dimensions (If applicable):

Number of through lanes (Roads):

Pavement width

Shoulder or parkway width:

Median: ☐ None ☐ Raised ☐ Flush ☐ Mixed

Square feet (Parking)

Project Length: 2,800-feet

Check all that apply, and complete number where applicable.

- | | |
|--|---|
| <input type="checkbox"/> Intersection improvements (Number) | <input type="checkbox"/> Bottleneck elimination |
| <input type="checkbox"/> New traffic signals (Number) | <input type="checkbox"/> Traffic signal modernization (Number) |
| <input type="checkbox"/> Signals to be interconnected (Number) | <input type="checkbox"/> Structural improvements |
| <input checked="" type="checkbox"/> Pedestrian/bicycle accommodations (Describe below. Include limits and connecting facilities) | <input type="checkbox"/> Roadside Improvements (Retaining walls, positive barriers, etc.) |
| <input type="checkbox"/> Train Station Improvements | <input type="checkbox"/> New/Relocated Train Station |
| <input type="checkbox"/> Railroad Grade Crossing Improvements | <input type="checkbox"/> ADA Access Improvements |
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Commuter Parking (Number of spaces) |

For all items checked above, describe improvements in the space below. Attach additional sheets if necessary.

The proposed bike path will link to existing paths within the community. Those links will include: a municipal complex, educational building, restaurants, retail, financial institutions, and open space areas.

Drainage:

☐ Urban (Enclosed) ☒ Rural (Open)

Is detention required? ☒ No ☐ Yes (If yes, check type below)

☐ In line detention ☐ New outlets (Where?)

☐ Detention basin ☐ Detention off-site

DETAILED ESTIMATE OF CONSTRUCTION COSTS

Item	Description	Unit	Quantity	Unit Price	Total
	Removal & Disposal Unsuitable Material	CY	2,050	\$30.00	\$61,500.00
	Tree Removal	ACRE	1	\$6,000.00	\$6,000.00
	Tree Replacement, 3"	EACH	100	\$600.00	\$60,000.00
	Topsoil,Seed,and Erosion Control Blanket	SY	3600	\$5.00	\$18,000.00
	Perimeter Erosion Barrier	FT	5600	\$5.00	\$28,000.00
	HMA Bike Path, 3" Pvmt w/ 8" Agg. Base	SY	3100	\$35.00	\$108,500.00
	Wetland Mitigation	ACRE	0.75	\$40,000.00	\$30,000.00
	Culvert Crossings	EACH	2	\$35,000.00	\$70,000.00
	Contingency			25%	\$95,500.00
				Subtotal	\$477,500.00
	Phase III Engineering			15%	\$71,625.00
TOTAL COST OF CONSTRUCTION ITEMS					\$549,125.00

ESTIMATES MUST BE BASED UPON QUANTITIES AND UNIT COSTS WHENEVER POSSIBLE.
LUMP SUM AMOUNTS ARE NOT ACCEPTABLE.

ATTACHMENT 4 – DRAINAGE DATA
COMPLETE FOR EACH DRAINAGE BASIS (2 PER PAGE)

Location: Woods Creek

a. Existing drainage type (Open/closed): Open

b. Existing drainage problems: N/A

c. Flood plains (Transverse/longitudinal): Longitudinal - Woods Creek

d. Regulatory (FEMA) Floodways: Yes, along Woods Creek

e. Major drainage structures: Algonquin Road is 1500 feet upstream of one proposed box culvert and 2800 feet upstream of the second proposed box culvert

f. Outfall conditions: N/A

g. Comments (Realignment/cost participation/jurisdictional transfer): N/A

Location: _____

a. Existing drainage type (Open/closed): _____

b. Existing drainage problems: _____

c. Flood plains (Transverse/longitudinal): _____

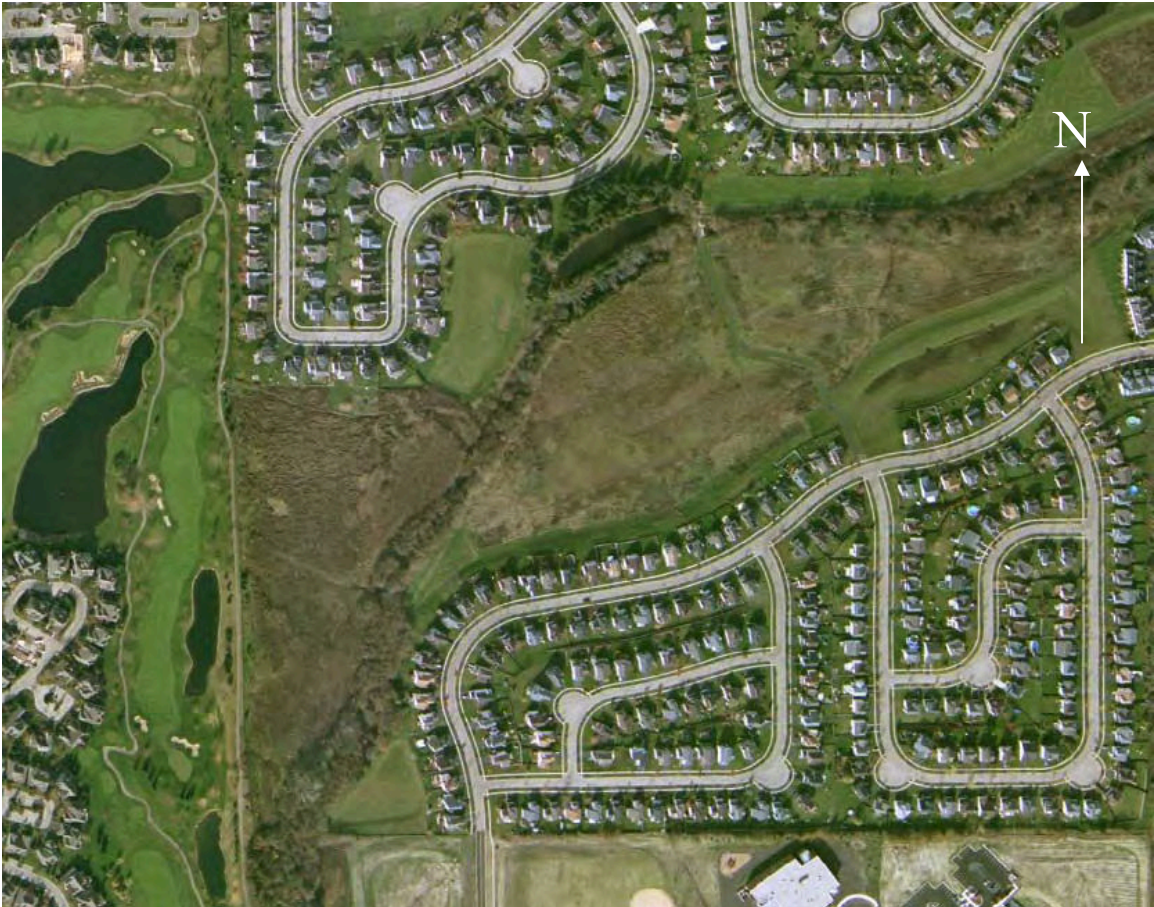
d. Regulatory (FEMA) Floodways: _____

e. Major drainage structures: _____

f. Outfall conditions: _____

g. Comments (Realignment/cost participation/jurisdictional transfer): _____

LOCATION MAP
HARVEST GATE BIKE PATH
VILLAGE OF LAKE IN THE HILLS



August 20, 2008

The Chicago Metropolitan Agency for Planning (CMAP)
Attn: CMAQ Comments
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

CMAQ Project Selection Committee:

Our family loves biking. We take advantage of the many bike paths in McHenry County, particularly Lake in the Hills and Algonquin. While we enjoy using bike paths, we disagree with the proposed bike path on Harvest Gate in Lake in the Hills, Illinois.

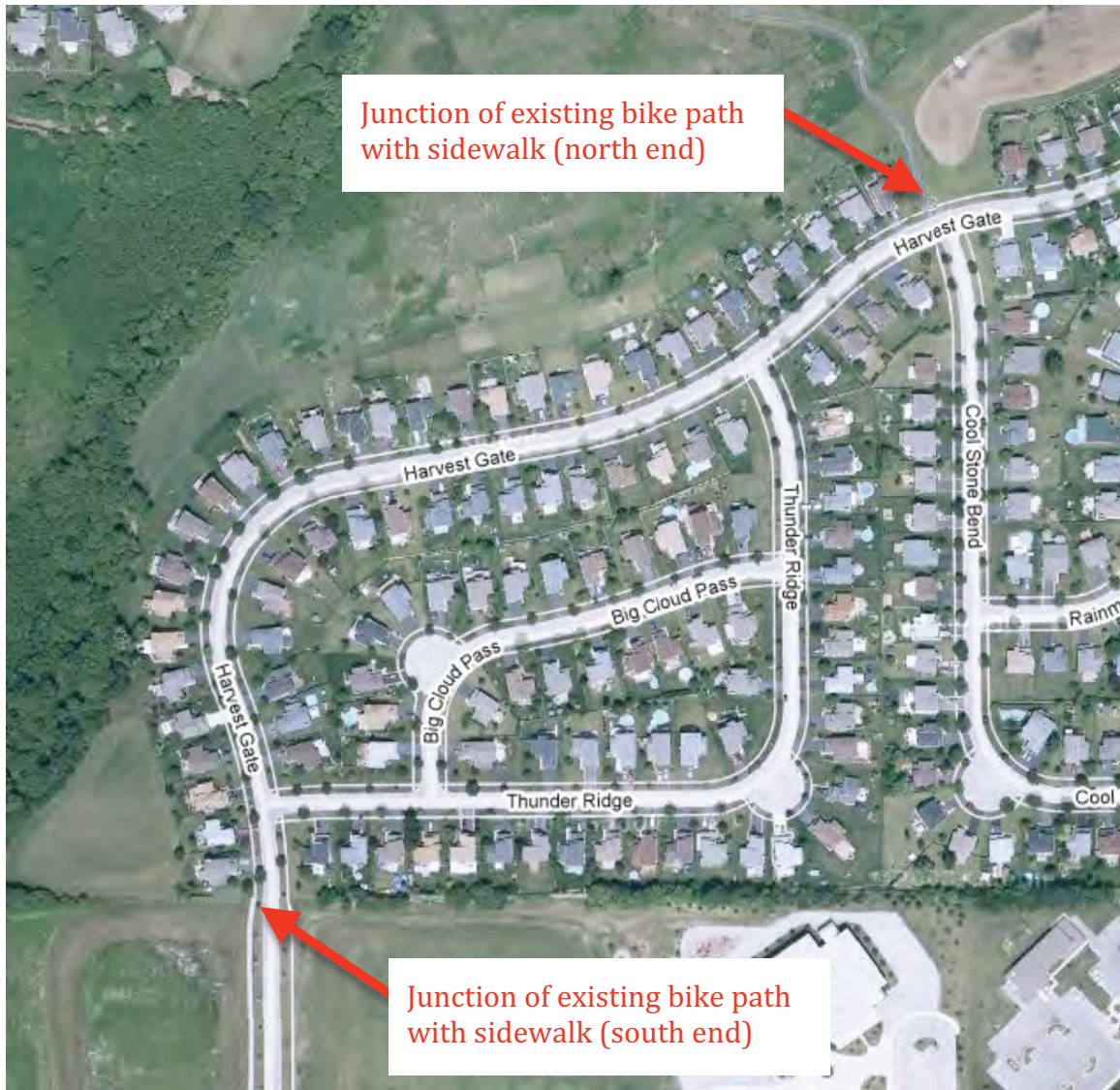
Many arguments could be made against this bike path, but the most important is the waste of taxpayer dollars. It is our understanding that CMAQ funds transportation improvements to improve air quality. The Harvest Gate bike path does not accomplish this because there already exists a paved area, uninterrupted by an intersection, on which to ride. Thus, no improvement to current air quality would be achieved.

The proposal estimates a total expenditure of \$707,625 to build a bike path to bypass an estimated 2000 feet of sidewalk/roadway that already connects two branches of the Harvest Gate bike path. (See photo on next page.) Nearly three quarters of a million dollars would be spent to eliminate virtually no Volatile Organic Compounds since the contiguous sidewalk already exists. Nothing is gained. This is fiscally irresponsible. The appropriate alternative to riding on the sidewalk would be a marked bike lane along Harvest Gate with parking restrictions.

There are other areas of McHenry County, Lake in the Hills specifically, that are not connected with existing bike paths. We welcome new bike paths that will connect existing paths to expand the network of bike trails in McHenry County. The Harvest Gate bike path does not expand the current network, nor does it eliminate congestion to improve air quality in the area.

Thank you for your consideration,

Krista and Kevin McDunn
451 Harvest Gate
Lake in the Hills IL 60156
847-854-9858



Note that the proposed \$707,625 bike path segment would closely parallel a continuous existing sidewalk and residential roadway that already adequately connects the existing bike paths without crossing an intersection.

August 19, 2008

Chicago Metropolitan Agency for Planning
CMAQ Project Selection Committee
233 South Wacker Drive, suite 800
Chicago, IL 60606

REF: Project # BP 11093071 Harvest Gate Bike Path

Lake in the Hills, Illinois

Dear Board Member,

We are a group of neighbors whose properties are along the path of this proposed project and oppose the building of this path.

Many of our issues with this project are the obvious; Privacy, noise, property values, trespass, vandalism, to name a few.

With this, we would like to address other issues we , and many of our neighbors have concerns about.

In order to be as succinct as possible, we have included a brief outline of these issues. Some statements have numerical annotations. The numbers refer to same numbered documents or maps contained in the (attached). Appendix.

Statements and quotes marked with an asterisk (*) may be substantiated by official minutes of various village board meetings.

Thank you for your time and efforts.

Contacts: c/o Brennan
449 Harvest Gate
Lake In The Hills, IL 60156
(847) 658-2236

c/o Bailey
461 Harvest Gate
Lake In The hills, IL 60156
(847) 854-6695

Contacts: Holub

453 Harvest gate
Lake In The Hills, IL 60156
(847) 458-7807

Mc Dunn

451 Harvest Gate
Lake In The hills, IL 60156
(847) 854-9856

Szwec

433 Harvest gate
Lake In The hills, IL 60156
(847) 458-9772

Kedrowski

447 Harvest Gate
Lake in The hills, IL 60156
(847) 854-9041

Boberg

443 Harvest gate
Lake In The Hills, IL 60156
(847) 854-4210

Charbonneau

409 Harvest Gate
Lake in The Hills, IL 60156
(847) 854-4744

General Public Awareness

The desirability of a particular project in the eyes of the general public is most often a balance between usefulness and cost to the taxpayer. While the usefulness is subjective, the estimated cost should be as accurate as feasible. Those who are not directly impacted by the project tend to rely on the media for information needed to form an opinion

- In this instance, the Village Board of Trustees voted to apply for this grant on January 22nd of this year. The vote was based on “ requested” funds of \$142,000, “ The village portion not to exceed \$ 30,000”. *
- The application was signed and submitted the next day, January 23rd. The total cost shown as \$ 187,288. (the village portion, approx. \$ 37,458).
- The first newspaper article appeared on January 24th. (1) The article reported the vote and quoted a total cost of \$ 142,000.
- The total cost of \$ 142,000 kept appearing in various newspapers for at least six weeks. (2) The amount was not corrected in the press until after the Village Board meeting - Committee of the Whole of April 8th. During that meeting it was disclosed that even if the path remained on the original alignment, the original cost estimate was grossly understated. (*) In fact, more than four times the cost known to the public (\$ 142,000).

In addition, there is no indication (minutes). That the Board of Trustees were ever apprised of any amount, other then that voted on, January 22nd. (*) By the time the more realistic cost was reported by the press, the public comment period had ended. (3)

We do not believe this lapse in communication was intentional . But, it did occur.

Notification and Public Comment

This process was flawed from the onset. The vote to submit the application was discussed, and passed prior to any notification to the public, including interested parties.

The village board heard arguments and voted to submit the application on the same evening, January 22, 2008. The application was signed and submitted the next day(*)

The first mention of the affirmative vote was in a local paper on January 24th. This was the first most people heard of it.

The Village Parks and Recreation department mailed letters to residents along the planned track on January 31st. The letter did invite resident input. A map attached to the letter depicted a proposed path alignment directly behind our properties. The line showing the path appeared to have been drawn by hand. This map had never appeared before on any village publication or on the official website. The letter stated "Attached is a bike path map that has been approved for over three years."(4 &4A)

During a subsequent meeting of the village Board, The Village official that signed the letter stated; "In 2007, The modification of the bike path on the north side of Woods Creek was moved to the south side, or the Harvest Gate side of Woods Creek."(*)

In fact, the official bike path maps do not depict Woods Creek. Nor are there any records that substantiate that statement. The Bike Path Map on the official web site has always shown the future planned bike path as an arc between Heavens Gate and Harvest Gate. The creek is not shown, however the map has always included a "header". The information included; the name of the engineering firm and a horizontal scale. Using the scale or even with the naked eye , the path was not close to our properties. There are no disclaimers noted on the map or verbiage. This segment of the map has been the same for many years.(5)

More than forty people showed up at the next meeting of the Parks and Recreation Board, most to oppose the path (6). Enough people wanted to speak that the public comment period was cut short because of time constraints.

During the next meeting, people wishing to comment were chided not to repeat any opinion or comment already expressed. During subsequent meetings with the Village Board of Trustees, the same restrictions were applied, plus a time limit per speaker. It seemed that those speaking in favor of the path did not have these restrictions, as there were only three.(*)

Inconsistencies in the Grant Application

- Scoping Report, Part I Overview

This page indicates a Field / Site review is scheduled to be conducted in June, 2008. This was never accomplished. The project sponsor and a village employee (Contract Inspector for public Works), did walk along the original planned alignment. They marked the "path" for various board members to follow, should they wish to inspect. This was accomplished near the beginning of March. The amended application was completed March 17th.

- Part III

The revised application indicates general public support (by marking "yes" in the indicated box). There is no justification for that assertion. Letters, e-mails, spoken comments (board meetings) and petitions indicate a very large difference between those who spoke up against the project, compared to those for it(*). The changed possible alignment has made the trail more tolerable to some residents. But basic opposition to the project has not been withdrawn. In fact, more people have come forward opposing the project including people from an adjacent sub-division.

- Part IV Proposed Scope of Work

The original application indicates the proposed link will connect with existing paths that connect to several institutions and named businesses.(7) All of these named businesses have one thing in common, none connect to a bike path. There are roadways, in some cases, sidewalks. But there are no dedicated bike paths. This portion of the revised application is much less specific, but still incorrect.

Usefulness of the Proposed Path

Harvest Gate (Road) has been designated as an on road bike path for many years. There has never been, in our collective memory, a problem or conflict. as the road is lightly traveled.

The necessity for a parallel off road path is dubious. This route doesn't need a "fix". But if it did, the inexpensive, easy solution would be to limit parking to one side and mark a cycle lane on the other, there is little need for on street parking, this would not be a problem.

The southernmost part of Harvest Gate already has a bike path parallel to and near the curb line. Most bicycle riders do not bother with the path, and stay on the road.

It just does not seem vital to spend this amount of tax dollars to create 30,000 sq.ft. of pavement and lose 30,000 sq.ft. of habitat. This paved trail would be mostly people walking dogs, and a few recreational bike riders.

During a Village Board - Committee of the Whole Meeting, The Village President stated; " that bike paths are not always pretty but do not have a nuisance factor." He also mentioned that if the bike path is more \$200,000 he feels it is a waste of money."(*)

Special Circumstances

Part of the proposed bike path runs adjacent to a family's home that has a four year old Autistic child. He is non-verbal, displays obsessive compulsive behavior and unpredictable behavior patterns. Our main concern is the close proximity of the path to the property line of this family. (8)

The family purchased the home because it contained an open area to which the child can run and play without concern of getting hurt. The child focuses on patterns and lines, also referred to as "stimming". The bike path will present stimuli to which the child will concentrate, running back and forth, back and forth. He cannot comprehend cause and effect and lacks the understanding to avoid oncoming bicycle traffic, which can cause him or others to get hurt.(9)

While some of the proposed alternative routes show the bicycle path away from other property lines, it still indicates the path would pass too close to the home with the Autistic child. This would have a negative impact on the fragile environment of this child, which concerns not only his family, but the entire Harvest Gate community.

Please see photos - Appendix I

APPENDIX I

Numbered supporting documents

Photos

ALgonquin COUNTRYSIDE

24 JAN '08

1

LITH applies for trail grant

By MARCIA SMITH
Contributor

Lake in the Hills will apply for a state grant to build a bike path connecting two existing paths near Heavens Gate and Harvest Gate roads.

The Village Board voted on Jan. 22 to authorize the Parks and Recreation Department to seek the grant for a 2,800-foot path. The path would run parallel to Harvest Gate Road. Open space is on one side the path. Residential backyards are adjacent to the other side of the proposed trail.

The project cost is estimated at \$142,000. If the village receives the grant, the village's share would be

\$30,000, with the state grant covering the balance of the project.

"I am all for it," said Trustee Paul Mulcahy. "People in our community should be able to enjoy that area. It's beautiful there."

Mulcahy acknowledged he is concerned about how residents would react to the proposal. Officials said a similar proposal encountered opposition about 10 years ago.

"We tried this before, but residents were not happy," said Trudy Wakeman, director of Parks and Recreation.

Wakeman about eight homes on the southwest portion of Harvest Gate would be affected.

Because the project appli-

cation was due Friday, the Village Board agreed it should at least try to secure the grant.

"This opportunity kind of snuck up on us," Wakeman said.

Wakeman assured the board that her department would send out letters informing residents of the proposal. The Parks Department will then monitor reaction to the plan and report back to the board if there appears to be a sense of disappointment.

Mulcahy reiterated his overall approval of the plan but made it clear that letters need to go out right away. "I just don't want the residents to think we are being sneaky," he said.

?

\$ 112,000 grant??

Despite opposition, parks board OKs paved pathway

By TIM KANE - tkane@nwherald.com

Comments (4 comments)

LAKE IN THE HILLS — The Parks and Recreation Board unanimously endorsed a plan Thursday night to construct a half-mile stretch of bike path along the rear-lot property lines of about 30 homes on Harvest Gate, raising the life of dozens of residents.

Dan Bonnevillie, a resident who opposes the path, brought the profiles of 33 sex offenders who live within a five-mile radius of his home that he got from the Internet.

Bonneville said the bike path could bring a criminal element to his own backyard and endanger children in his neighborhood.

"I don't want a bike path by my house," Bonneville said. "I don't need a bike path by my house."

"We're against it for selfish reasons," George Brennan said. "We're worried about property values and privacy. . . But when we started talking with our neighbors, we found that there were many other concerns, such as with vandalism."

Brennan said he and his neighbors also are worried about the environment; dozens of trees along Woods Creek might have to be cut down to make way for the asphalt path.

The path might disturb the fragile environment of an autistic boy that lives in the neighborhood, Brennan added.

Lloyd Barker said the bike path would be a duplication because it would run parallel to existing sidewalks, making it unnecessary.

"We have to choose what's best for 30,000 people as opposed to 30 people," said Dave Roberts, a member of the parks board. "The discussion tonight [among the Harvest Gate residents] focused on the bike path being the nexus for crime. Bike paths don't function that way. The people using the path are your neighbors, not out-of-town strangers. . . This bike path would not be something that exists individually. It connects to a much larger world."

Rudy Wakeman, parks director, said soil testing still needed to be conducted to make sure that the area could support a bike path. The engineering would be paid for with grant money.

The village has a grant application pending that would pay for 80 percent of the \$142,000 project. The money would come for the Chicago Metropolitan Agency for Planning through its Congestion Mitigation and Air Quality Improvement Program, officials said.

Trees might have to be removed to make way for the path, Wakeman said, but the village would plant other trees to make up for loss.

Village Trustees would consider the bike-path plan Tuesday and could vote on it Thursday.

"We will mobilize again next week," Barker said.



Todd Bailey walks past his home on Harvest Gate in Lake in the Hills. The Lake in the Hills Parks and Recreation Department is proposing a bicycle path to be added behind homes on Harvest Gate and past Bailey's home. Bailey is concerned that the path could be dangerous for his 4-year-old son with autism. (Sandy Bressner photo)

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VIDEO: Forecast | CBS 2 Radar



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YAHOO! HOTJOBS WHEELS REAL ESTATE CLASSIFIED FAR OUT LOCAL

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Grand Opening



Updated: Friday, April 11, 2008 2:52 AM CDT

FONT SIZE:

Rerouting proposed bike path would add to cost

By TIM KANE - tkane@nwherald.com[Comments \(3 comment\(s\)\)](#) | [Add Comments](#)

LAKE IN THE HILLS – Rerouting a proposed bike path to keep it the farthest distance possible from residents' backyards will add about 10 percent to the cost.

Unexpected engineering costs, along with construction of two culverts – bridge-like structures that would allow bikes to cross over Woods Creek – would bring the cost of the half-mile path to \$707,000. The culverts would cost an estimated \$70,000, said Trudy Wakeman, Lake in the Hills director of parks and recreation.

The village has a pending application with the Chicago Metropolitan Agency for Planning that would cover 80 percent of the cost.

Mary Wolski, a resident of the Heavens Gate subdivision, fought against putting the path near her backyard 10 years ago.

"I'm concerned about the safety of children who would ride on the path," Wolski said. "Coyotes run wild through that area. We hear them every night."

Last month, trustees struck a compromise with residents of the nearby Harvest Gate subdivision who didn't want the bike path too close to their backyards. Putting the bike path over the culverts to put maximum distance between the path and any of the residents' backyards was part of that compromise.

"The idea is to have a continuous loop that would connect us to other communities," Village President Ed Plaza said. "This would be a half-mile ride through a beautiful area for the whole village to enjoy."

Last month, the proposed plan showed the bike path running along the south side of Woods Creek near the rear yards of Harvest Gate residents.

A plan that was scuttled a decade ago showed a bike path north of the creek near the rear yards of Heavens Gate residents.

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Ankle Injury

BLOGS

» BEARS INSIDER

Finally, a resolution



Brett Favre finally knows where he'll be playing this season, and the outcome has minimal ripples for the Bears.

» EVERYMOM

Professional comedian, she's not



"Knock, knock."

Choose a Blog:

GO

Comments

gonecks1 wrote on Apr 11, 2008 9:02 PM:

"Oh yes, the coyotes. Much more easier picking for them then the big park which is within eyesight of the homes.

First concerns sex offenders luring kids from the bike path, and now child hungry coyotes, what is LITH coming to?

Everyone wants more parks, bike paths, etc, until it's near their backyard. SELFISH "

truthzilla wrote on Apr 12, 2008 8:34 PM:

" Unless the kids are walking a pet Chicken on a leash the Cayotes will run away from people. "

truthzilla wrote on Apr 12, 2008 8:35 PM:

" Coyotes...Oops "

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04. 24. 2008

A Pioneer Press Publication

Trail application shows revised plan

By **MARCIA SMITH**
Contributor

Specifications in a grant application for a proposed bicycle path behind Harvest Gate in Lake in the Hills will include the possibility that two bridges will cross a creek.

In addition to the bridges, a revised plan calls for aligning the path farther away from resident property lines.

The revisions, which the Village Board approved April 10, reflect concessions the Village Board made to residents in March when it directed village staff to amend the

original grant application for a new bike path that would run along the back property line of 31 Harvest Gate residents. The proposed path would connect in existing trails near Heaven's Gate and Harvest Gate.

Many residents of Harvest Gate have attended various board meetings to discuss their concerns regarding the path.

The April 8 committee-of-the-whole and April 10 board meetings brought in several of those residents, along with a few Heaven's Gate residents.

"Why not withdraw this grant application alto-

gether and find a project we can all work together on?" Krista McDunn asked.

She also reminded the board that while it may control what community tax dollars are spent on this project, residents' federal tax dollars were going to be used toward this as well.

Since the original application was submitted, staff has found that the path, originally conceived as 8 feet wide, must be 10 feet, with 2 feet on each side.

That means that any bridge constructed for the project must be at least 14 feet wide.

Dave Van Camp of

Smith Engineering reminded the audience that resident participation is not a requirement of the grant, but noted that village staff made efforts to include resident input.

"I want to thank you for looking at alternatives," McDunn said. "I think it goes a long way in showing the community our opinions are being considered."

Where exactly the path would be placed is still not clear. The area must be assessed by many different agencies, including the Army Corps of Engineers and the Illinois Department of Natural Resources.



600 Harvest Gate
Lake in the Hills, IL 60112

(847) 960-7461
Fax: (847) 960-7461
www.lith.org

January 31, 2008

BRENNAN, GEORGE
449 HARVEST GATE
LAKE IN THE HILLS IL 60156-4825

Dear Resident,

The Lake in the Hills Parks & Recreation Department is pursuing expanding the bike path between Heaven's Gate and Harvest Gate. This path would eliminate recreational bikers and walkers from traveling along Harvest Gate. This path would also allow easy access to the path that links to Algonquin Road as well as the businesses along Randall Road. In order for us to continue pursuing a grant for this project, we are requesting resident input.

Attached is the bike path map that has been approved for over three years. This path would run along the creek and meadow area that is just north/west of the property lines of those homes on Harvest Gate. On Thursday, February 7th, the Parks & Recreation Board will be discussing this project. The meeting is held at 7:30 p.m. at the Village Hall. If you cannot attend and wish to give input, please feel free to email me at twakeman@lith.org or contact me on my direct line at 847.960.7461.

Sincerely,

A handwritten signature in black ink that reads "Twakeman".

Trudy L. Wakeman, CPRP
Director of Parks & Recreation

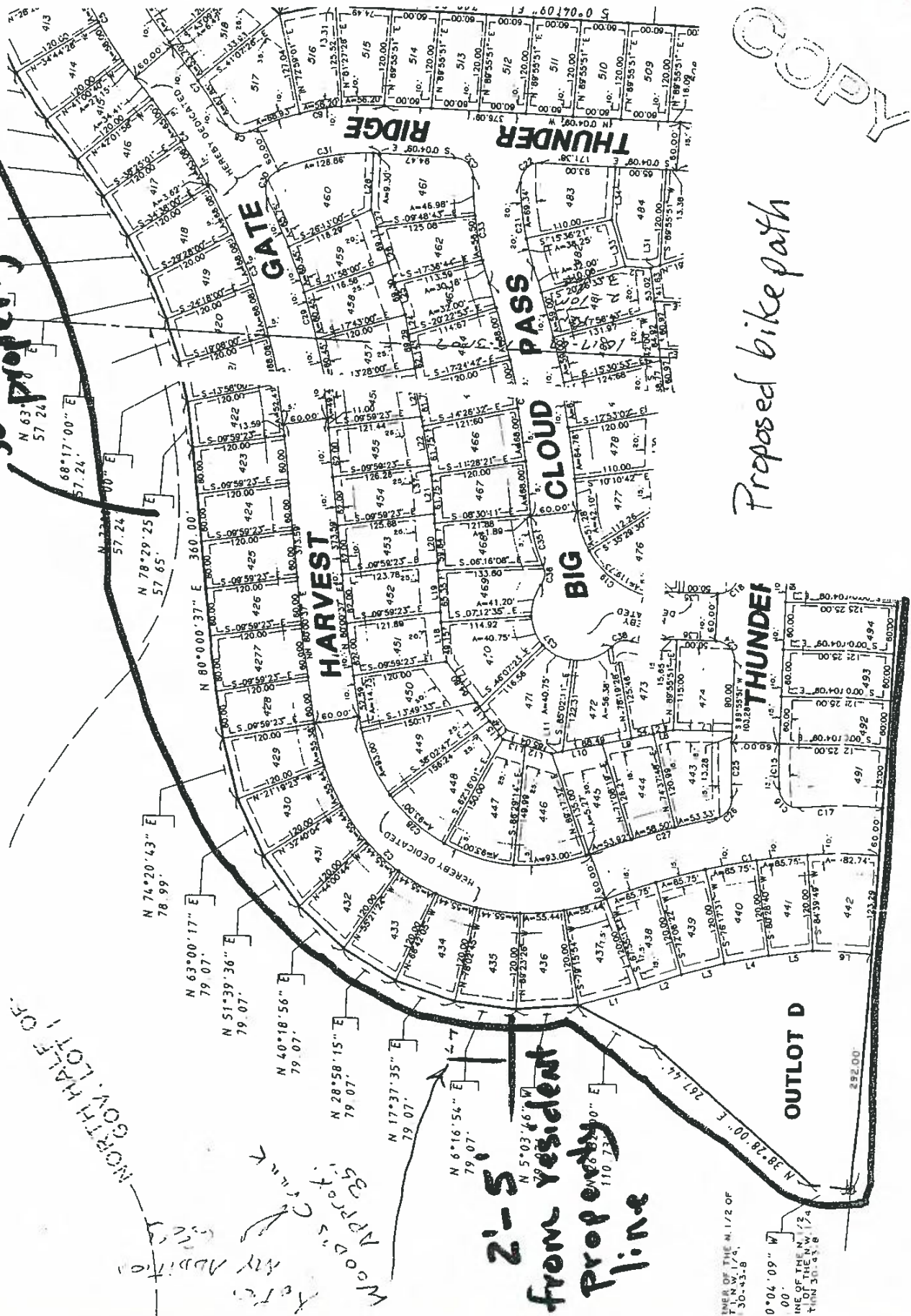
Attachment

COPY

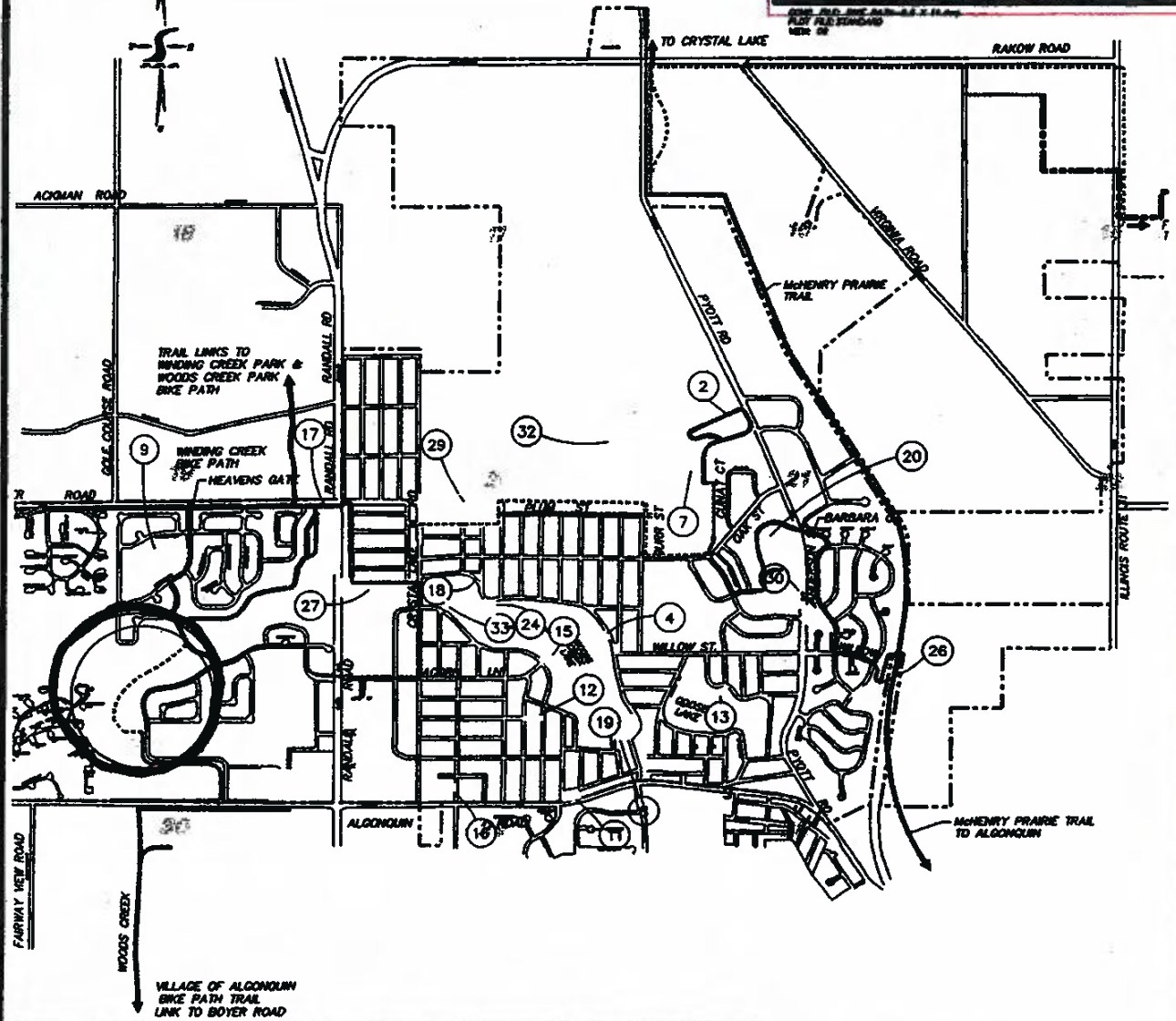
Proposed bike path

30-60' from line
City property

2'-5'
from resident
property
line



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0° 04' 09" W
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OF THE N. 1/2
T. 30-43-8



LAKE IN THE HILLS PARK LEGEND

- | | |
|------------------------|--|
| 2. Barbara Key Park | 18. Kennedy Triangle |
| 4. Butch Hogebe Beach | 19. Lo Bay Park |
| 7. Dome Hill | 20. Larsen Park |
| 8. Echo Hill Park | 24. Nockels Park |
| 9. Echo Park | 26. Plote Field |
| 11. Ford School Park | 27. Richard Taylor Soccer Field/Skate Park |
| 12. Hipskind Park | 29. Ryder Park |
| 13. Horner Park | 30. Stoneybrook Park |
| 15. Indian Trail Beach | 32. The Fen |
| 16. Jaycee Park | 33. Turtle Island Park |
| 17. Ken Carpenter Park | |

BIKE PATH LEGEND

- EXISTING OFF-STREET BIKE PATH —————
- FUTURE OFF-STREET BIKE PATH - - - - -
- EXISTING ON-STREET BIKE PATH —————
- FUTURE ON-STREET BIKE PATH - - - - -

LAKE IN THE HILLS PARKS / BIKE PATH MAP EAST QUADRANT

DATE	BY	DATE	BY	DATE	BY	DATE	BY
12-11-07	SEC	03-11-07	SEC	03-11-07	SEC	03-11-07	SEC
03-11-07	SEC	03-11-07	SEC	03-11-07	SEC	03-11-07	SEC
03-11-07	SEC	03-11-07	SEC	03-11-07	SEC	03-11-07	SEC
03-11-07	SEC	03-11-07	SEC	03-11-07	SEC	03-11-07	SEC

03.11.08 (

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Updated 3/11: Neighbors speak against Harvest Gate trail

(<http://www.pioneerlocal.com/algonquin/news/836918.al-harvestpath-031108-s1.article>)

March 11, 2008

By MARCIA SMITH

More than 40 residents attended the March 6 meeting of the Lake in the Hills Parks and Recreation Board, with the majority opposing a proposed trail on open land near Harvest Gate.

Lake in the Hills is considering applying for a grant to build a 2,800-foot path to connect two existing trails near Heavens Gate and Harvest Gate roads. The proposed path would run parallel to Harvest Gate, adjacent to several residential backyards.

Liz Wakeman, a former Lake in the Hills trustee, offered the only voice in favor of the proposed path

"We need to move forward and get this accomplished," Wakeman said. "It's a critical part to connect one side of the village with the other."

Some 30 residents whose property lines face the proposed path had different viewpoints.

Some were concerned the proposed trail would attract sex offenders. Police officer Dan Boneville, a Harvest Gate resident noted that 33 registered sex offenders live in the area.

But Parks Board member Dave Roberts disagreed, arguing his research indicates residents will be the primary users.

"Bike paths do not function that way," Roberts said.

Others said they were under the impression the proposed path was an environmentally sensitive area where infrastructure such as the proposed trail would be prohibited.

"We were told this was a protected area," Joan Holub said. "Now you want to put a bike path there?"

Trudy Wakeman, director of Parks and Recreation said asphalt for the proposed trail would be 6-8 inches deep and that any large trees moved for the project would be replaced with three young trees.

Lisa Boberg, a Harvest Gate property owner, stated that the words "bike path" imply a safe area. But she noted the creek behind the neighbors' homes is in disarray, with old fencing and fallen trees.

"If this does go through, which I pray it doesn't, I hope the village installs signs and safety measures for kids," Boberg said.

Trudy Wakeman told the board the first step in the process is receiving the grant. Once the grant money is approved, the village would then determine who has the proper jurisdiction to build the path. The village will not receive notice of the grant award outcome until October or November.

The Lake in the Hills Village Board will discuss the proposed path at a committee-of-the-whole meeting 7:30 p.m. today, as well as 7:30 p.m. Thursday at the regular board meeting. Both meetings will take place at the Village Hall, 600 Harvest Gate, Lake in the Hills.

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7

CMAQ FY 2009 CMAQ PROJECT APPLICATION FORM BICYCLE AND PEDESTRIAN FACILITIES – PAGE 2

IV. PROJECT EMISSIONS BENEFIT DATA

TYPE OF PROJECT (CHECK PRIMARY USE): ☐ BICYCLE FACILITY ☐ PEDESTRIAN FACILITY

MILES OF EXISTING BICYCLE/PEDESTRIAN FACILITIES INTERSECTING THE PROPOSED FACILITY: _____

IDENTIFY INTERSECTING FACILITIES: 5.92 miles of paved bike path will connect to this path.

Bike path in Ken Carpenter Park (Miller Rd. and Randall Road) is .75 mile and will connect to a 5 mile path on Miller Road. A small path along Harvest Gate will link to Algonquin Road path.

TRIP ATTRACTORS LINKED DIRECTLY TO THE PROPOSED FACILITY:

Municipal complex – Village of Lake in the Hills Village Hall

Educational building – Lincoln Prairie Elementary School

Restaurants: Arby's, Govnor's, Bakers Square and Dunkin Donuts

Retail: Costco, Lowes, Verizon, Athletico

Financial Institutions: Chase Bank, LaSalle Bank

Open Space – Ken Carpenter Park, Village Hall Open Space

V. PROGRAM MANAGEMENT INFORMATION

IS RIGHT-OF-WAY ACQUISITION REQUIRED FOR THIS PROJECT?

☐ YES ☐ NO

IF SO, HAS RIGHT-OF-WAY BEEN ACQUIRED?

☐ YES ☐ NO

INDICATE THE STATUS OF THE PRELIMINARY DESIGN:

☐ N.A. ☐ Not Begun ☐ Underway ☐ Submitted ☐ Approved

ESTIMATED COMPLETION YEAR: 2009

VI. PROJECT DESCRIPTION AND MAP

1. PLEASE DESCRIBE PROJECT. FOR OUTREACH, PROMOTION OR MARKETING EFFORTS GIVE SPECIFIC DETAILS OF THE CAMPAIGN. DESCRIBE THE COORDINATION OF THESE EFFORTS WITH RESPECT TO OTHER SUCH CAMPAIGNS (SEE SECTION I.6 ON PAGE 31 OF THE INSTRUCTIONS):

The project is a 2,800' – 8' wide bike path to connect the existing path on Harvest Gate with the existing path at Heaven's Gate. The purpose of the path is to eliminate bike travel along Harvest Gate and encourage non-motorized traffic to visit the nearby retail centers and financial institutions.

Promotions will involve utilizing the Lake in the Hills Village web site to highlight the bike path and various facilities to access. Future plans will include a bike path map with various businesses promotions incorporated into the map.

2. PROJECT MAP. PLEASE ATTACH A MAP TO THE APPLICATION FORM. INFORMATION MUST BE SUFFICIENT TO ACCURATELY LOCATE THE PROJECT ON A LOCAL STREET MAP. HAND DRAWN MAPS OR MAPS PRODUCED BY GIS SYSTEMS ARE ACCEPTABLE. MAPS FROM TELEPHONE BOOKS WILL NOT BE ACCEPTED.
3. CMAQ FY 2008 PEDESTRIAN FACILITY SUPPLEMENT. IF THE PROPOSED FACILITY IS PRIMARILY A PEDESTRIAN FACILITY, COMPLETE THE PEDESTRIAN FACILITY SUPPLEMENT.

DR. STRAUBE AND ASSOCIATES
Counseling and Behavior Therapy
5435 Bull Valley Rd.
Suite 106
McHenry, IL 60050
815-385-5903
Fax 815-385-5612

February 21, 2008

Ms. Trudy Wakeman
Director of Parks and Recreation
600 Harvest Gate
Lake in the Hills, Illinois 60156

Dear Ms. Wakeman,

I am writing this letter in regard to the proposed Harvest Gate bike path and impact it will have on my former patient, Ty Bailey. Ty and his family currently reside at 461 Harvest Gate and have asked that I write a letter on their behalf. The proposed bike path will run vertically to their property line.

Ty is four years old and on the Autism Spectrum. I treated Ty in the Early Intervention program for 1 year. Ty exhibits many characteristics of a child on the spectrum; he is non-verbal, displays obsessive compulsive behaviors, has unpredictable behavior patterns and has difficulty tolerating sudden and unexpected situations and stimuli.

I have several concerns with constructing a bike path so close to Ty's home. Not only do I think it will impact his emotional development but it poses several safety concerns for Ty and others. First, Ty does not understand what many refer to as "stranger danger". He does not have the cognitive capacity to comprehend the harm in approaching strangers or how to communicate that he is at risk of harm from a stranger.

Second, Ty does not comprehend cause and effect. If on the bike path, he would lack the understanding to avoid a runner or biker, possibly causing injury to him and/or others.

I have worked with several families with children on the Autism Spectrum. Every day brings a new set of challenges; with the Bailey's being no exception. I worked with this couple several times a month to help them work through the head banging, endless nights of screaming, and severe behavior problems. Autism can consume the entire family's way of life, including the place to which they live. The location of the home on Harvest Gate was chosen in part to give Ty a safe place in which to be the type of child he needs to be. The front cannot be utilized because of the busy street, but the backyard gives this family the means to be "normal". There are no safety concerns, no fence to climb, no obstacles that inhibit Ty's right to be unrestricted. The

proposed bike path would forever change this.

I appreciate your time in reading this letter.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'C. Straube', with a stylized flourish at the end.

Christian Straube, Ph.D.
Lic#180-001146



Alexander Leigh Center for Autism

P. O. Box 388, Cary, Illinois 60013

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Director

Ran Roll
Director

For more information:

Dorie Hoevel
847-770-3699

Kelly Weaver
847-525-6935

February 25, 2008

To Whom It May Concern,

My name is Mandi DeMartini and I am the Behavior Consultant for Ty Bailey, the son of Todd and Kelly Bailey. The Bailey's have brought to my attention that Lake in The Hills has plans to build a bike path around the Bailey's property, which would run only several feet from their property line and Ty's swing set.

This bike path could be very dangerous for Ty. Ty Bailey is a 4 year old who has nonverbal autism. Autism is a disorder that affects the ability to communicate, process language and impairs the ability to understand cause and effect relationships. Ty does not understand danger or have the appropriate social awareness to navigate bikers that will be only steps away from where he plays. It is extremely likely that Ty will run onto the bike path. In the event that this happens he will not understand that he is in danger and get out of the way of the bike, runner, rollerblader, etc. Furthermore, the distractibility of the people and bikes on the path will cause dysregulation, anxiety and nervousness. This will lead to outbursts of behavior and a complete decrease in the quality of life for Ty and the Bailey family.

The Bailey's strongly ask that you take the seriousness of how this bike path will affect Ty's safety into consideration. Not only will this bike path be detrimental to the life of this family, but could prove to be very dangerous to their son.

Thank you for your time.

Mandi DeMartini
Behavior Consultant

KW/DH







APPENDIX II

Petition ; Harvest Gate (copy / already submitted to board)

~~Petition ; Heavens Gate (new)~~

Will be SENT UNDER SEPARATE COVER

February 28, 2008

Parks & Recreation Board & Village Board
600 Harvest Gate
Lake in the Hills, IL 60156

Dear Board Member,

A team of residents engaged with each family directly affected by the recently proposed Harvest Gate bike path in order to understand their position. The goal was to illicit feedback, positive and/or negative.

We were able to obtain all 30 signatures representing each resident along the proposed Harvest Gate bike path. We determined that feedback was negative for every resident along the proposed Harvest Gate bike path. Concerns ranged from the path being to close to property lines to potential criminal activity and loss of privacy.

This attached petition confirms that we, as a neighborhood, are united and unanimously **AGAINST** the construction of this bike path.

In the original letter issued by the Parks & Recreation Board it clearly requests resident input in order to apply for the grant. According to the attached petition, it is clear the residents have spoken.

Based on this position and as our community representatives we kindly ask you to rescind the grant request for a bike path.

Sincerely, *Todd Bailey*, *Lisbeth Bailey*, *Hayder Kedrenski*
Tom Brennan
The Residents of Harvest Gate

Paul I. Sednow

Greg Brennan
Ray J. Cook
Kent H. Holub

Reason Code	Reasons
A	Property Value impact, too close to property lines
B	Safety, loss of privacy, Criminal activity, blind spots and inability to monitor (vandalism, drinking and smoking)
C	Environmental (wildlife, erosion, global warming, removal of trees, destruction of conservation district, increased animal waste and trash)
D	All of the above

House Number	Name	Opposed to bike path	Reason Code	E-Mail Address
401	Anthony Buer	Yes	D	JLBREICE@yahoo.com
403	Patricia Muntzing	Yes	D	amstrongfour@comcast.net
405	Krueger, Brenda	Yes	D	Rickville@comcast.net
407	Joanna Heidinger	Yes	D	christina@merlinger.com
415-409	Mr. Thorstensen	Yes	D	MarcusThorstensen@hotmail.com
411	William PELINSKI JR	YES	D	WPFIRE109@COMCAST.NET
413	Michael Winkowski	Yes	D	
409	Michael Winkowski	Yes	D	MISHAG@comcast.net
417	Tina Winkowski	Yes	D	TB@comcast.net
419	Bob Winkowski	Yes	D	Bob@comcast.net
421	Bob Winkowski	Yes	D	Bob@comcast.net
423	Bob Winkowski	Yes	D	Bob@comcast.net
425	Bob Winkowski	Yes	D	Bob@comcast.net
427	Bob Winkowski	Yes	D	Bob@comcast.net
429	Bob Winkowski	Yes	D	Bob@comcast.net
431	Bob Winkowski	Yes	D	Bob@comcast.net
433	Bob Winkowski	Yes	D	Bob@comcast.net
435	Bob Winkowski	Yes	D	Bob@comcast.net
437	Bob Winkowski	Yes	D	Bob@comcast.net
439	Bob Winkowski	Yes	D	Bob@comcast.net
441	Bob Winkowski	Yes	D	Bob@comcast.net
443	Bob Winkowski	Yes	D	Bob@comcast.net
445	Bob Winkowski	Yes	D	Bob@comcast.net

[illegible]

Business Development Director
SGS Consumer Testing Services
Mobile: 847 630 4255
larry.liebau@sgs.com

From: Liebau, Larry (Lombard)

Sent: Sunday, March 02, 2008 9:55 AM

To: 'eplaza@lith.org'; 'dwasserman@lith.org'; 'sharlfinger@lith.org'; 'pyensen@lith.org'; 'bogdanowski@lith.org'; 'jmurawski@lith.org'; 'pmulcahy@lith.org'; 'bhuckins@lith.org'; 'twakeman@lith.org'; 'dmurphy@lith.org'; 'dkeacher@lith.org'; 'cneilan@lith.org'; 'dtredore@lith.org'; 'droberts@lith.org'; 'rsloan@lith.org'

Cc: Todd Bailey; 'lboberg@comcast.net'; 'jklholub@comcast.net'; 'GeorgeElke@peoplepc.com'

Subject: Petition - Bike Path behind residences of Harvest Gate

Dear Parks & Recreation and Village Board Members:

The original homeowners located on the north side of Harvest Gate paid Town & Country a premium for the privacy, safety and serenity of the field behind our homes.

In 1998 we became aware of the Village's pursuit to build a bike path north of the creek located directly behind the homeowners of Heaven's Gate.

We understand the homeowners of Heavens Gate fought against the proposed bike path and the path was never built.

It is now surprising to the homeowners on Harvest Gate that approximately 10 years later to receive a letter from the Parks & Recreation Board proposing a bike path immediately adjacent to our property lines on the south side of the creek!

We are deeply disappointed by the Parks & Recreations proposal to conveniently locate the bike path on the open space immediately behind our homes seemingly without giving consideration to homeowner privacy and safety.

The Harvest Gate homeowners are puzzled, there is a lot of space in this field, why put the bike path right next to our homes?

We are further frustrated to see the members of the Parks & Recreation department recently position stakes also immediately behind our homes suggesting their continued pursuit of a convenient bike path, again with the impression of no consideration for homeowner privacy and safety.

We, the Harvest Gate homeowners, who must live everyday next to the bike path, are strongly against the proposed bike path.

We have unanimously confirmed this negative feeling with the signature of each and every Harvest Gate homeowner along the proposed bike path in the attached petition. 30 residents in all! Not a single positive statement.

Thanks in advance for your attention and return written recognition of our concerns.

Best Regards,
Larry Liebau on behalf of the homeowners of Harvest Gate

Mobile: 847 630 4255
larry.liebau@sgs.com

Information in this email and any attachments is confidential and intended solely for the use of the individual(s) to whom it is addressed or otherwise directed. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Company.

APPENDIX III

Village Board meetings (minutes)



Village of Lake in the Hills

600 Harvest Gate, Lake in the Hills, Illinois 60156

Committee of the Whole Meeting

January 22, 2008

Call To Order

The meeting was called to order at 7:05 p.m. Present were Trustees Harlfinger, Murawski, Bogdanowski, Huckins, Yensen, and President Plaza. Trustee Mulcahy was present at 7:10 pm.

Also present were Village Administrator Gerald Sagona, Assistant Village Administrator Shannon Andrews, Director of Public Safety James Wales, Public Works Director Fred Mullard, Village Engineer Dave Van Camp, Parks and Rec. Director Trudy Wakeman, Finance Director Pete Stefan, Community Development Director Dan Olson, Village Attorney Michael Smoron and Village Clerk Denise Wasserman Haugk.

President Plaza welcomed Sergeant James Pease and Specialist Shawn Rhoney home from their service in Iraq. He read Proclamations in honor of the soldiers efforts.

Audience Participation:

Administrator:

Raffle License – Lincoln Prairie PTO – presented by Village Administrator Gerald Sagona – the Lincoln Prairie PTO is requesting a raffle license. All provisions of Section 31.02 of the Village Code have been met. The Lincoln Prairie PTO unanimously voted to request a waiver of the fidelity bond requirement associated with the Raffle Application form. Motion was made to place this item on the Village Board Agenda.

Raffle License – St. Margaret Mary Parish – presented by Village Administrator Gerald Sagona – St. Margaret Mary Parish is requesting a raffle license. All provisions of Section 31.02 of the Village Code have been met. The St. Margaret Mary Parish has supplied the fidelity bond requirement with the Raffle Application form. Motion was made to place this item on the Village Board Agenda.

Ordinance – Authorizing an Intergovernmental Agreement for the Purpose of Purchasing Electric Power - presented by Village Administrator Gerald Sagona – In 2006, the Village entered into an intergovernmental agreement that created the Northern Illinois Governmental Electric Cooperative (NIGEC). NIGEC is a consortium of approximately a dozen other local government entities, which have aggregated their buying power in an effort to both reduce its share of upfront administrative costs and ultimately overall power costs through a group purchasing initiative. The ordinance authorizes the re-approval of the Village's existing membership in NIGEC, which would allow the joint power purchasing efforts with other local governments to reduce the Village's electric costs. This would merely continue our existing participation in this cooperative, which has already generated substantial cost savings for the Village. The intergovernmental agreement is administered by representatives of the

entire group and will be authorized to negotiate electric power purchase agreements on behalf of the group. Motion was made to place this item on the Village Board Agenda.

Director of Public Safety:

Community Development:

Ordinance – Amending Section 18.06, Annexation Agreements, of the Municipal Code – presented by Community Development Director Dan Olson – At the October 2007 Strategic Planning Session, discussion took place regarding the various fees charged for construction and development. Areas reviewed were impact fees, filing fees and building permit fees. Information provided at the Session indicated the Village was generally in-line with the fees charged by the municipalities surrounding the Village, however many felt that since we are near build out that the prospects for additional revenues sources is being reduced. Based upon those discussion, a follow-up analysis memo was prepared. At the January 8th, 2008 Committee of the Whole Meeting, the memo was discussed as well as recommendations for increases. The Board was in general agreement to proceed with amendments to increase some of the impact fees, including the transition fee. The proposal is to increase it from \$1500 to \$2000 per dwelling unit. Motion was made to place this item on the Village Board Agenda.

Ordinance – Amending Chapter 23, Subdivision Control Ordinance, of the Municipal Code – presented by Community Development Director Dan Olson – At the October 2007 Strategic Planning Session, discussion took place regarding the various fees charged for construction and development. Areas reviewed were impact fees, filing fees and building permit fees. Information provided at the Session indicated the Village was generally in-line with the fees charged by the municipalities surrounding the Village, however many felt that since we are near build out that the prospects for additional revenues sources is being reduced. Based upon those discussion, a follow-up analysis memo was prepared. At the January 8th, 2008 Committee of the Whole Meeting, the memo was discussed as well as recommendations for increases. The Board was in general agreement to proceed with amendments to increase some of the impact fees. Proposed is an increase in the Lakes/Streams Maintenance fee by one cent per square foot (residential and commercial) as well as an increase in the Public Building and Road Maintenance Fee from \$500 to \$750 per dwelling unit. Motion was made to place this item on the Village Board Agenda.

Ordinance – Amending Exhibit A, Fee Schedule, of Chapter 24 of the Municipal Code – presented by Community Development Director Dan Olson - At the October 2007 Strategic Planning Session, discussion took place regarding the various fees charged for construction and development. Areas reviewed were impact fees, filing fees and building permit fees. Information provided at the Session indicated the Village was generally in-line with the fees charged by the municipalities surrounding the Village, however many felt that since we are near build out that the prospects for additional revenues sources is being reduced. Based upon those discussion, a follow-up analysis memo was prepared. At the January 8th, 2008 Committee of the Whole Meeting, the memo was discussed as well as recommendations for increases. The Board was in general agreement to proceed with amendments to increase some of the building impact fees. Proposed is a modest increase (about 6%) in the fees for new residential construction, additions and remodels are for commercial development. With the past sensitivity to the cost for miscellaneous permits for residents (e.g. fences, decks) we are not proposing an increase in this area. Motion was made to place this item on the Village Board Agenda.

Ordinance – Amending Section 44.01, Zoning and Section 44.03, Reimbursement of Fees, of the Municipal Code – presented by Community Development Director Dan Olson – At the October 2007 Strategic Planning Session, discussion took place regarding the various fees charged for construction and development. Areas reviewed were impact fees, filing fees and building permit fees. Information provided at the Session indicated the Village was generally in-line with the fees charged by the municipalities surrounding the Village, however many felt that since we are near build out that the prospects for additional revenues sources is being reduced. Based upon those discussion, a follow-up analysis memo was prepared. At the January 8th, 2008 Committee of the Whole Meeting, the memo was discussed as well as recommendations for increases. The Board was in general agreement to proceed with an amendment to allow for the reimbursement of staff review time related to the review of applications and plans. This will allow us to clearly account for staff resources spent on these items. Proposed area amendments to the sections in Chapter 44 related to zoning application fees and the reimbursement of fees agreement to accommodate the reimbursement of staff review time. Motion was made to place this item on the Village Board Agenda.

Engineer:

Parks and Recreation:

Agreement – The Congestion Mitigation and Air Quality Improvements Program – presented by Parks and Recreation Director Trudy Wakeman – The Congestion Mitigation and Air Quality Improvements (CMAQ) Program is accepting project application for bike paths for the 2009 fiscal year. The total fund requested on this 80/20 grant is \$142,000. The project application is for the construction of a bike path connecting the Harvest Gate path with the Heaven's Gate Bike Path. The Transportation Control Measure Committal Agreement is required with the project application which is due by February 1, 2008. The Village would be responsible for twenty percent of the cost which will not exceed \$30,000. The board was given a bike path map depicting the requested area. Trustee Mulcahy worried that some residents might not be comfortable with having the bike path created behind their properties. He also suggested that the Village contact both residents on Harvest Gate and Heaven's gate regarding the Parks meeting discussing this item. Motion was made to place this item on the Village Board Agenda.

Public Works:

Contract – Smith Engineering – 2009 Water Main Replacement Program – presented by Public Works Director Fred Mullard – The 2008 Water Operating & Maintenance Budget provides funds for design and engineering services for the 2009 Water Main replacement project. Smith Engineering has submitted a task order for these services in the amount of \$110,000.00. The task order includes a proposed alteration to the current water main replacement schedule, due to infrastructure failures experienced in the Trees Subdivision during Fiscal Year 2007. When water main breaks occur in this area, the poor condition and limited number of isolation valves necessitates a much larger service interruption. This causes undue hardship to local residents. This change is not expected to adversely affect the budget since each annual installment of the water main replacement schedule is designed to be comparable to each other in terms of size and complexity. A copy of the task order was given to the Board for consideration along with a map of the proposed water main replacement schedule changes. A representative from Smith Engineering is in attendance tonight should the Board have any questions. Motion was made to place this item on the Village Board Agenda.

Contract – Hanson Professional Services, Inc. – Airport Engineering Services – presented by Public Works Director Fred Mullard – The 2008 Basis of Payment Schedule for Hanson Professional Services,

Inc. establishes rates for consulting services and serves as a change to the retainer agreement with Hanson Professional Services, which was approved the Village Board of Trustees on February 24, 2005. Hansen charges the same rates to all clients. All rates are for the work requested by the Village, and do not include grand funded improvement projects, which are negotiated and approved separately by IDOT. Motion was made to place this item on the Village Board Agenda.

Contract – Baxter & Woodman, Inc. – Professional Engineering Services - presented by Public Works Director Fred Mullard – The Master Contract between the Village of Lake in the Hills and Baxter & Woodman, Inc. serves as a base document for all water-related engineering services provided by the Village. There are no changes to the existing agreement other than the billing rates which have slightly increased. A copy of the 2008 Professional Engineering Services agreement was given to the Board for review and consideration. Carolyn Grieves of Baxter & Woodman, Inc. is present to answer any questions. Motion was made to place this item on the Village Board Agenda.

Contract – Baxter & Woodman, Inc. – Repainting of Tower No. 3 - presented by Public Works Director Fred Mullard – As part of the ongoing maintenance of the Village's water system, Baxter & Woodman, Inc. has submitted a task order to repaint Tower 3, which is located at the Public Works facility. The project involves minor repairs, surface preparation, painting and application of the Village logo. Baxter & Woodman's task order is for contract administration and construction inspection. Carolyn Grieves of Baxter & Woodman, Inc. is present to answer any questions. The total cost of Baxter & Woodman Inc.'s services is \$7,500.00. Motion was made to place this item on the Village Board Agenda.

Contract – Baxter & Woodman, Inc. – Well No. 14 Improvements - presented by Public Works Director Fred Mullard – Baxter & Woodman, Inc., has submitted a task order to make improvements at Well 14. The work includes preparation of plans, specifications, and permit applications, as well as assisting the Village in the bidding process for the project. The purpose of this task order is to design improvements to the pre-treatment process and HVAC system to reduce the adverse effects to hydrogen sulfide gas that has been the primary cause of pipe corrosion on the interior of the facility. The total cost of engineering and construction for this project is not expected to exceed budget figures. However, the individual line item for this task order will be amended to accommodate the increase for the engineering aspect of the project. Carolyn Grieves of Baxter & Woodman, Inc. is in attendance to answer any questions. The total cost of Baxter & Woodman Inc.'s services is \$13,150.00. Motion was made to place this item on the Village Board Agenda.

Contract – Baxter & Woodman, Inc. – Well No. 17 Water Supply Exploration – presented by Public Works Director Fred Mullard – Public Works has a commitment to maintain and improve water quality throughout the Village. Baxter & Woodman, Inc. has submitted a task order to drill near Well 15 to investigate shallow aquifers. The work includes coordinating the drilling process, analyzing all the data, and providing Public Works with a comprehensive report. The purpose of this is to investigate shallow aquifers in preparation of a permanent well. Carolyn Grieves of Baxter & Woodman, Inc. is in attendance to answer any questions. The total cost of Baxter and Woodman, Inc.'s services is \$15,500.00. Motion was made to place this item on the Village Board Agenda.

Payment Request – JETCO, Inc. – Repainting of Tower No. 1 – presented by Public Works Director Fred Mullard – On September 14, 2006 the Board awarded a contract to JEDTCO Ltd. to repaint Tower 1 at a cost of \$219,8600.00. JETCO Ltd. has completed all of the contracted work and is requesting

final payment in the amount of \$30,986.00, which includes release of all retainage. Payroll documentation is on file. Copies of the final lien waiver were given to the Board for consideration. Motion was made to place this item on the Village Board Agenda.

Payment Request/Change Order – Arrow Road Construction – 2007 MFT Road Program - presented by Publics Work Director Fred Mullard – The 2007 MFT Road Resurfacing Project was awarded to Arrow Road Construction on May 24, 2007 for \$493,619.70. Arrow Road Construction Co. is requesting Progress Payment 3 (final) in the amount of \$22,296.38. Arrow Road Construction Co. is also submitting Change Order 1 for a credit the amount of -\$47,692.04 for balancing quantities to the contract. The Public Works Department supports the progress payment and change order. Payroll documentation is on file. Copies of the pay request, waivers, resolution, IDOT forms and recommendation were given to the Board for review and consideration. Motion was made to place this item on the Village Board Agenda.

Ordinance – Surplus of Village Property- presented by Publics Work Director Fred Mullard – The Illinois Municipal Code requires adoption of a formal ordinance to dispose of surplus Village property. To allow for their disposal or sale, the Ordinance declares seven Model 90 traffic counters surplus, as detailed in Exhibit A. The Village currently has nine Model NC-97 traffic counters that are compatible with the updated software. The Village has budgeted to purchase three additional counters in FY08 to allow a twelve lane intersection traffic study. The Village will receive \$100 credit for each counter returned when purchasing a new traffic counter. Motion was made to place this item on the Village Board Agenda.

Purchase – Monroe Truck Equipment – Two Dump Bodies with Plow and Deicing Equipment – presented by Publics Work Director Fred Mullard – The State of Illinois offers the opportunity for local governmental bodies to purchase equipment through the Fleet Sales Program. As part of this program, the State creates specifications and solicits competitive bids for a variety of equipment. As a part of a cooperative purchasing plan, the purchase is exempt from the normal bidding process by Section 9.13 of the Municipal Code. The low bidder for the requested dumb bodies with plow and deicing equipment is Monroe Truck from Monroe, Wisconsin in the amount of \$73,986.00. The cab and chassis for the dump bodies were purchased under a separate State contract. The dump bodies, plow, and deicing equipment were approved in the 2008 budget. A detailed listing of the equipment was given to the Board for review and consideration. Motion was made to place this item on the Village Board Agenda.

Purchase - Cargill, Inc. – Fiscal Year 2008 Bulk Softener Salt - presented by Publics Work Director Fred Mullard – The Village has three ion exchange water treatment facilities that soften the water to remove barium. Bulk rock salt is offered by two vendors in the regional area; Cargill Inc. and the North American Salt Company. According to surrounding municipalities, the bulk rock salt product provided by North American contains excessive impurities such as sand particles and dirt. Such impurities could potentially damage the existing brine feed equipment. Therefore, the Public Works Department recommends using the bulk rock salt provided by Cargill Inc. The Village is familiar with Cargill's softner salt and has not noticed excessive impurities. The cost is based on an estimated 1,241 tons at a total price of \$124,100.00. The softner salt will be purchased, as needed, throughout 2008. A copy of the 2008 quotation for this product was given to the Board for review and consideration. Motion was made to place this item on the Village Board Agenda.

Airport – T-Hangar Space Leases – ET-08 (Blue Skies Flying Services) WT-11 (Bill Welisek) and WT-17 (Thomas Reindl) – presented by Publics Work Director Fred Mullard – The Lake in the Hills Airport Rules and Regulations require airport tenants to enter into applicable leases, licenses or storage agreements. There are three tenants entering into a yearly renewal of their T-Hangar Space Lease and have signed the appropriate lease document. Motion was made to place this item on the Village Board Agenda.

Finance Director:

Organizations and Developers:

Board of Trustees:

Trustee Harlfinger – **Planning and Zoning Commission Liaison Report** – Discussed the property on Pyott and Rakow (off of Jennings Drive).

Trustee Huckins – **Community Advisory Council for Randall Road Liaison Report** – Attended the Cheswick Place park meeting. Good residential turn-out. He also attended the McHenry Cty Transportation Mtg.

Trustee Yensen – **McHenry County Transportation Liaison Report** – For discussion at the January 19, 2008 meeting: Presentation regarding pavement marking for Algonquin Road; Widening of Harmony Road and U.S. Route 20; Resolutions for engineering services and appropriating of funds for the several bridges in the county; Resolution adopting McHenry County Snow Removal and Ice Control Policy; RFQ for the U.S. Harmony Road/U.S. 20 Road; Updates on Rakow Road and Phase two of Algonquin Road to Rt. 47.

Trustee Bogdanowski – **Business Relations Committee Liaison Report** – The group discussed the final plans for the Business Enhancement seminars. Discussion also took place regarding the Summer Sunset Business Expo. The Gordon Larsen Business Achievement Award will be discussed at the next meeting.

Trustee Joe Murawski – **Senior Liaison Report** -

Trustee Paul Mulcahy - **Parks and Recreation Board Liaison Report** – Briefly discussed that area on Algonquin Road by Pyott regarding redevelopment and creation of park.

President:

Trustee Mulcahy celebrated his 56th birthday On Jan. 21st.

Audience Participation:

Adjournment: There being no further business to discuss, the Committee of the Whole meeting was adjourned at 7:51 p.m.

Submitted by,

Denise Wasserman Haugk
Village Clerk

Village of Lake in the Hills Committee of the Whole Meeting
January 22, 2008

VILLAGE OF LAKE IN THE HILLS
PARKS & RECREATION BOARD MEETING
March 6, 2008

The Parks & Recreation Board meeting was called to order at 7:31 p.m. at Village Hall, Lake in the Hills. Those present were Chair Koch, Vice Chair Tredore, Members Dave Roberts, Don Keacher, and Diane Murphy. Also present were Director Wakeman, Superintendent of Public Properties Scott Parchutz, Superintendent of Recreation Andrew Gemmell, Recreation Supervisor Trevor Bosack, and Trustee Mulcahy. Absent from the meeting was Member Sloan.

APPROVAL OF MINUTES

A motion to approve the minutes of the Parks & Recreation Board Meeting of February 7, 2008, was made by Member Roberts and seconded by Member Murphy. The motion was approved by a vote of 5-0.

AUDIENCE PARTICIPATION

Liz Wakeman, 6 Featherstone Ct, hoped that the Board would move forward on the bike path link on Harvest Gate and for Cheswick Place Park she would like to see swings as part of the amenities for the park.

Dan Bonneville, 445 Harvest Gate, contacted LITH PD, Algonquin PD, and CLPD regarding code calls on the bike paths. He was informed that MCCD takes the calls on paths. He contacted the Algonquin Fire Department and found out about three small fires that had been started along the path. He also researched the Illinois State Police website to find out that there are 33 registered sex offenders in a five mile radius of his home. He stated that he does not want the bike path behind his home.

Lisa Boberg, 443 Harvest Gate, has a 6 year old and a 10 year old who know that they are not allowed by the creek. Along the creek the trees are fragile. Doesn't feel it is safe and would like to see signs. She stated that a child has fallen in the creek. What type of safety measures will be taken? She stated that by paving their paradise, they would get to go to a parking lot.

Paul Kedrowski, 447 Harvest Gate, a resident since 1994, questioned why the trees were coming down at the creek and why no engineering survey has been done. He stated that he had spoken with SEC and the Army Corp of Engineers and each had different answers to his questions. He stated he is confused and wants answers.

Kelly Bailey, 461 Harvest Gate, stated that she has an autistic son and feels that putting in the path would be detrimental to him. She's concerned that it would decrease his quality of life.

Brad Appier, 459 Harvest Gate, stated that there are streets and sidewalks to get around the Village. He stated that the Village should take the money for the path and install cameras along the existing paths monitoring for public safety. He expressed that he did not want the Village to proceed with the path.

Todd Hensen, 423 Harvest Gate, questioned whether there was a plan in place to maintain the path over the next five years.

Joan stated that she would have faith in a plan of this nature if things were being taken care of. The creek area is not being cleaned up. A father and son who went exploring came across broken fencing and barbed wire. She stated that the area is not being maintained.

OLD BUSINESS

Park Stewardship Update

Vice Chair Tredore noted that someone should look at the gutters on the concession stand at Sunset Park. Member Roberts expressed his concerns about the entryway to the Dog Park and the issue with mud. Member Keacher noticed that some of the windows at the LaBahn-Hain House are not caulked.

Harvest Gate Bike Path

Director Wakeman stated that when staff applied for funding for the path, the engineer gave an estimate on the length of the bike path. She stated she found no indication that the area is considered jurisdictional by the Army Corps of Engineers. She stated that the McHenry County Storm water Committee (MCSC) designated the area as Advanced Identification of High Habitat Value. She explained that if the Village did receive the funding, the Village would then have the area surveyed by Smith Engineering (SEC) and at that time, would determine if the area is suitable for a bike path. Director Wakeman informed the audience that the Parks & Recreation Department is a recommending body to the Village Board and at the Committee of the Whole meeting on Tuesday, March 11, 2008, the recommendation will be voted on. If it passes, we would move forward with the process. If it does not pass, it will be removed from the path plans.

Member Roberts addressed the audience by letting them know that the Board is listening to them and that we do hear you. He stated that some of the items that are consistently brought up regarding the bike path are crime, vandalism, privacy issues, and decreasing property values. Member Roberts explained that he did some online research for information of path systems and the effects they have on communities. He found that burglary and vandalism did not increase as a result of the path. Paths provide safety to children. There are high numbers of car and bike incidents. As far as property values, homes near trails sold for 90% more than homes without a path near the property and also sold quicker. Member Murphy questioned whether the path could be closer to the creek. She stated that it's staked close to the lot lines. Director Wakeman said that it was a possibility. We would need to check to see if the trees are supporting the creek. Member Roberts made a recommendation to proceed with the Harvest Gate bike path link. Member Keacher seconded the recommendation. The recommendation was approved by a unanimous vote.

Cheswick Place Park Amenities

Chair Koch removed herself from this portion of the meeting due to a conflict of interest. Director Wakeman explained that the site map determined where all the items would be placed with a section that could be added later. She presented the playground choices to the Board and the audience. The Board discussed the various options and based on the \$20,000 budget the following items were selected: The Pointe Rock Climber from NuToys, Junior Spica and Supernova from Kompan, Hollow Log Crawl and three Stepping Stones from Recreation Concepts totaling \$18,475. Member Roberts made a motion to accept the layout and site amenities for Cheswick Place Park. Member Murphy seconded the motion. The motion was approved by a vote of 4-0.

NEW BUSINESS

None.

STAFF REPORTS

Director Wakeman presented her monthly report highlighting NISRA's Annual Budget, playground standards, non-resident use of the lake and Village wide recycling. Superintendent Parchutz presented his monthly report. Superintendent Gemmell presented his monthly report highlighting the summer brochure, Playschool Academy, and Daddy Daughter Date Night. Recreation Supervisor

Trevor Bosack presented his monthly report highlighting the senior's casino trip and the AARP tax preparation program for seniors.

TRUSTEE LIAISON REPORT

Trustee Mulcahy commented that the Village is a better place today because of decisions that were made by the Village Board and were met by opposition. He commended the Board on their decision on the Harvest Gate bike path and Member Robert's speech to the residents.

MEMBER COMMENTS

Chair Koch stated that the Board has had to make some tough decisions that are right for the entire community. She also thanked Member Roberts for his research on bike paths.

AUDIENCE PARTICIPATION

Liz Wakeman, 6 Featherstone Ct, thanked the Board for making the right decision on the bike path. She stated that it was the right decision for the entire community.

ADJOURNMENT

Vice Chair Tredore made a motion to adjourn the meeting. Member Keacher seconded the motion. The motion was approved by a vote of 5-0. The meeting adjourned at 9:15p.m.

Submitted by,

Patricia Loesch
Recording Secretary



Village of Lake in the Hills

600 Harvest Gate, Lake in the Hills, Illinois 60156

Committee of the Whole Meeting 2008

March 11,

Call To Order

The meeting was called to order at 7:35 p.m. Present were Trustees Harlfinger, Murawski, Bogdanowski, Mulcahy, Huckins, Yensen, and President Plaza.

Also present were Village Administrator Gerald Sagona, Director of Public Safety James Wales, Airport Manager Dave Gregoria, Village Engineer Dave Van Camp, Parks and Rec. Director Trudy Wakeman, Finance Director Pete Stefan, Community Development Director Dan Olson, Village Attorney Jennifer Gibson and Village Clerk Denise Wasserman Haugk.

Audience Participation:

President Plaza gave a brief overview of how the Committee of the Whole meeting runs.

Dennis Hill – Trinity Commons Condominium Association – He is here to discuss the dumpster enclosures ordinance. He is seeking a variance to remove the gates from the dumpster ordinance, they are causing a problem. He mentions there are no residences around his association. President Plaza mentioned that this is the first time he's seen this. Administrator Sagona stated he was discussing this earlier with staff. Mr. Hill has spoken with Dave Sellek, the Village inspector. The Village's opinion is that it gave businesses plenty of time to come into compliance. According to Mr. Olson the reason for the gate on the fourth side is to cover the dumpster (aesthetic purposes). Trustee Bogdanowski mentioned that his place of business faced a similar problem. He mentioned that though each business has its own contract with ARC, the Village might be able to step in to talk with ARC since the Village has the overall contract with ARC. Mr. Sagona will speak with ARC tomorrow.

Joseph Zuniga – tenant in Trinity Commons Condominium Association – the owners of the businesses are concerned with the clean up of the area. He also spoke on regards to having the gates removed from one side of the dumpster area.

Danny Bonneville – 445 Harvest Gate – He would like to clarify comments made by Dave Roberts at the last P&R meeting (3/6/08). Mr. Roberts stated that it is illegal to ride in sidewalks. According to the Illinois Municipal Code, Mr. Boneville claims that unless it is posted that it is illegal to ride a bike on the sidewalk it is not. He looked through the Village Ordinances and could not find anything in writing. Secondly, Mr. Roberts stated that it was his neighbors using the path. Yet Mr. Bonneville claims that he and his 30 neighbors are against the path. He also states that using Harvest Gate and the sidewalk for the path is not a hazard.

Krista McDunn – 451 Harvest Gate – She passed out a document. She does like bath paths, however she feels that this particular path is unnecessary and a waste of taxpayer money. She spoke about issues of corrosion in the area both during and after construction of the possible path. She concluded with possible suggestion as to the development of other bike path options.

Larry Lebow – 435 Harvest Gate – He spoke about possible alternative to the proposed bike path. He brought in a map of proposed/alternate bike paths. The path would be running through the prairie area, however moving a bit further from the homes, thus rendering a solution for the privacy issue.

Chris Henrich – 4217 Springlake Drive – He would like the Village to pass the ordinance to apply for the grant. He is an avid cyclist who rides through the area. He believes this is a good idea/ or alternative and he would like to see the Village continue with its grant process.

Bradley Appier - 459 Harvest Gate – He would like to proceed with the grant process and have the engineering be studied. He would like all entities involved to take a look at the area. He asks the Board to go sit in the area for a few hours to look at the spectacular scene. He would like the grant process to go forward, and he would like to see further discussion take place as the studies may move forward.

Trustee Yensen had a few words regarding the environmental impact of the proposed path. She is very passionate that the Village has worked diligently to grow our open space area.

Liz Wakeman – 6 Featherstone Court – She wanted to recognize the Parks and Rec Board for their courage to make the decision to move forward on the grant. When she bought her first home in Lake in the Hills (Big Cloud Pass) the marketing materials from the builder included the bike path. It was a huge positive for her. She feels the environment is a beautiful sanctuary that should be accessible for all. She is in favor of a possible alternative to the path and feels the grant process should move forward. Ms. Wakeman also made mention of her new neighbors and their willingness for amenities in their neighborhood and she asks the Village to keep future park upgrades for Cheswick Park in mind.

Paul Kedrowski - 447 Harvest Gate – He has sent various e-mails to the Board. He mentioned the original marketing materials from the builder that states about the open space and walking paths accessible to all. He feels that what was in his brochures is currently offered and he is not in favor of the bike path.

Administrator:

Raffle License – Lake in the Hills/Algonquin Falcons Youth Football – presented by Village Administrator Gerald Sagona – The Lake in the Hills/Algonquin Falcons Youth Football Organization is requesting a raffle license. All provisions of Section 31.02 of the Village Code have been met. The Lake in the Hills/Algonquin Falcons Youth Football Organization unanimously voted to request a waiver of the fidelity bond requirement associated with the Raffle Application form. Motion was made to place this item on the Village Board Agenda.

Raffle License – Woodstock Christian Life Services - – presented by Village Administrator Gerald Sagona – The Woodstock Christian Life Services is requesting a raffle license. All provisions of the Section

31.02 of the Village Code have been met. The Woodstock Christian Life Services is requesting waiver of the fidelity bond requirement associated with the Raffle Application form. Motion was made to place this item on the Village Board Agenda.

Ordinance – Amending Section 33.08B of the Municipal Code – presented by Village Administrator Gerald Sagona – Mr. Patrick Boghra is requesting a change in the ordinance amending Section 33.08B of the Municipal Code to operate a convenience type store located at 4581 Princeton Lane. All provisions of Chapter 33 have been met. Trustee Mulcahy wondered about the original agreement for the property. There is no conflict with the current restrictions. Motion was made to place this item on the Village Board Agenda.

Director of Public Safety:

Community Development:

Ordinance – Zoning Map Amendment – Lot 1 and part of Lot2, Wonder Industrial Complex Subdivision – presented by Community Development Director Dan Olson – The applicant, Jeff Goble of Charles River Development, on behalf of the property owner, Fred Dickman, is requesting a zoning map amendment to change the zoning classification for Lot 1 and part of Lot 2 of the Wonder Industrial Complex Subdivision from M-1 Limited Manufacturing District to B-4 Commercial Business District. The owner proposes to redevelop the site with a single story multi-tenant commercial building. Lot 1 is currently vacant. The Planning and Zoning Commission conducted a public hearing on January 14, 2008, and recommended approval 6 – 0 (Commissioner Stroud was absent) of the zoning change. There were no objectors at the meeting.

Ordinance – Conditional Use Permit – Lots 1, 2 and 3 of the Wonder Industrial Complex Subdivision — presented by Community Development Director Dan Olson – The property owner, Fred Dickman, proposes to build a 10,800 square foot single-story multi-tenant retail building on a reconfigured Lot 1 of the Wonder Industrial Complex Subdivision at the northwest corner of Rakow and Pyott Roads, off the private Jennings Drive. Such a development combined with the existing building on Lots 2 and 3 would require some variations from the Zoning Ordinance. Over the years the county has taken property from Lot 1 for road widening and has plans to take more in the near future, presenting challenges to the development of the vacant lot. The Planning and Zoning Commission heard testimony and reviewed the proposed zoning change, Planned Development and Development Plan, and Final Plat at a public hearing on January 14, 2008 and continued on February 19, 2008. At its January meeting, the Commission was displeased with the number of exceptions to the Zoning Ordinance and was uncertain how future development would blend wit the proposed new building on Lot 1. The Commission voted to continue the hearing and asked the applicant to come back with an overall phased development plan for all three lots. In February, the applicant presented a couple of different scenarios for future development, neither of which provided adequate parking for the proposed building sizes. Commissioners expressed concern with the parking in the Jennings front yard due to potential vehicle conflicts with cars accessing the site. The applicant (not the owner) agreed to remove the 4 parking spaces in the Jennings front yard on Lot 1 and correspondingly reduce the building size to 9960 square feet so to meet the zoning standards for parking spaces based on square footage. By a vote of 5 to 0 (Commissioners Borkgren and Stroud were absent) at the February 19, 2008 meeting, the Commission recommended approval of the Conditional Use Permit for a Planned Development for Lots 1, 2 and 3 of the Wonder Industrial Complex Subdivision with the reduced building size and parking. The owner did not feel he could make the project work

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financially with the reduced building size. At the February 26th meeting of the Committee of the Whole, the applicant presented an alternative plan which maintained the original building size. Staff had not had the opportunity to properly evaluate the new proposal and the item was tabled until the next meeting. Based on staff comments, the applicant has submitted a revised Site Plan that shows the originally proposed 10,800 square foot building size, with the 4 parking spaces of concern moved to the south end of the east parking lot. The parking was accommodated by removing one required landscape island and tree and reducing the required width of another landscaped island. The applicant also has submitted a revised Landscape Plan in accordance with the site changes made. As with the proposal for which the Planning and Zoning Commission recommended approval, the current proposal would deviate from the Zoning Ordinance by a reduced side yard for the existing building on Lot 2, allowing parking within the Jennings Drive and Pyott Road front yards, and lack of a berm in the Pyott and Rakow Road front yards in order to allow stormwater to properly drain in swales. The landscaped island exceptions noted above are new to the current proposal. The original Public Hearing notice, though, did note a request to deviate from the Landscape Standards in section 26 of the Zoning Ordinance.

Final Plat – First Amendment to Wonder Industrial Complex Subdivision — presented by Community Development Director Dan Olson — The applicant, Jeff Goble of Charles River Development on behalf of the property owner, Fred Dickman, has submitted a Final Plat for re-subdivision of Lots 1, 2 and 3 of the Wonder Industrial Complex Subdivision. The lot line between lots 1 and 2 is moved approximately 45 feet to the west, expanding the size of Lot 1 that has been reduced in size over the years due to road widening. The Planning and Zoning Commission reviewed the Final Plat at its January and February meetings and recommended approval of the plat by a vote of 5 – 0 (Commissioners Borkgren and Stroud were absent) on February 19, 2008.

Trustee Mulcahy would like a clearer view of the new drawings for Thursday's meeting. Mr. Olson tried to clarify the drawing. Mr. Olson mentioned that all involved entities have approved the plans.

Motion was made to place all three Community Development issues on the Village Board agenda.

Engineer:

Parks and Recreation:

Plan Approval – Cheswick Place Park – presented by Parks and Recreation Director Trudy Wakeman – On January 19th, a public hearing was held for the residents of Cheswick Place to determine their needs and wants for park amenities. At the Parks and Recreation Board meeting on February 7th, Hitchcock Design Group presented two layout plans which were based on the resident input and what the budget would allow. The plan includes a 16' square shelter, asphalt path to the park, play structures to resemble boulders/rocks, landscape, and a 6' bench. At the March 6, 2008 Parks and Recreation Board meeting the recommended amenities were discussed. Motion was made to place this item on the Village Board Agenda.

Harvest Gate Bike Path – presented by Parks and Recreation Director Trudy Wakeman – The bike path map has been in place since 1996 and paralleled Woods Creek south to Algonquin Road from the existing path. The path diagram was modified in 1997 and hugs the Heaven's Gate boundary line to the west. After discussion with the residents and developer, the bike project did not progress. In 2007, the modification of the bike path on the north side of Woods Creek was moved to the south side, or the Harvest Gate side of Woods

Creek. The Parks and Recreation Board determined that this would align with the newly-placed Harvest Gate bike path that was installed when the school and Village Hall were built. In January 2008, project applications for CMAQ bike path funding was requested. The two bike path options in the Village include the Ryder Park to Barbara Key Park path and the Harvest Gate path. Staff felt the Harvest Gate path met the CMAQ criteria best. The Village Board approved the CMAQ bike path application at the January 24, 2008 Board meeting. The Parks and Recreation Board has solicited input from the residents who lived near the proposed path at the February 7, and March 6, 2008 Parks and Recreation Board meetings. Comments included: loss of privacy, loss of nature, flooding issues, maintenance of path, increase in vandalism/crime, and general concern for the well being of their property and families. At the March 6, 2008 Parks and Recreation Board meeting, the Board recommended continuing with the bike path application for the Harvest Gate Path. Trustee Mulcahy wondered if we continue to apply for the grant would there be wiggle room to come up with an alternate plan. According to Dave Van Camp from Smith Engineering mentioned that the grant request would need to be changed if it were to include a bridge to cross back over the creek. Trustee Bogdanowski wondered if the Board would consider an alternative to the proposed plan. Trudy Wakeman mentioned that the grant was applied for before the residents were notified because of a small window of opportunity to apply for the grant. Trustee Mulcahy does not have a problem with the North Eastern part of the path. He does have issues with the South Western portion of the path. He feels very strongly that there should be a bike path in that area, however he does not think the south west portion is appropriate because it is so close to homes between the lot lines and the creek. He would like to move forward with a bike path plan, however not with the south east portion as currently laid out. Trustee Bogdanowski does not feel that strongly about the bike path. He does not feel that it will add as much to the community as much as it upsets the residents. There was some discussion as to whether we could amend the grant application for more money as to possibly provide for a bridge(s). Trustee Harlfinger, who attended the last Parks and Rec. meeting, mentioned that he was not thrilled about the process of this grant application. He does not know why the residential input was not received before the grant application. He then gave a brief history of how the wetlands came about. Trustee Yensen also mentioned that she thought the citizen input should have come prior to the grant application submission. Trustee Mulcahy mentioned that he is proud of the Parks and Rec. board. President Plaza clarified that the grant application was brought to the board about two months ago. The Board was told that there was a small window for grant application. The board directed the staff to apply for the grant and notify the residents to start the process and get the input. Trustee Yensen stated that she may have forgotten the earlier meeting and she apologizes for overlooking the citizen input. Trustee Yensen would like to see a bike path there, but is also in favor of looking into an alternative. Trustee Murawski mentioned that several bike paths have been talked about over the years. Until the Army Corp of Engineers come in, we don't even know if this bike path is feasible. The grant will allow the studies to be done to determine if this path or any path is even feasible. Motion was made to place this item on the Village Board Agenda.

JAN 22
JAN 24
BOT
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Public Works:

Contract – Berger Excavating – 2008 Water Main Replacement Project – presented by Airport Manager Dave Gregoria – On February 29, 2008 eight sealed bids for the 2008 Water Main Replacement Project were opened at Public Works. Seven of the eight bids ranged from a low of \$1,075,057.90 from Berger Excavating to a height of \$2,476,513.50 for the base bid. The engineer's opinion of probable construction costs for the base bid project is \$1,294,145.00. An alternative bid to perform the work using directional boring was also proposed to determine if this might be more cost effective than traditional methods. Alternate bids were submitted and five of the eight bids ranged from a low of \$1,091,180.00 to a high of



Village of Lake in the Hills

600 Harvest Gate, Lake in the Hills, Illinois 60156

Board of Trustees Meeting

March 13, 2008

Call To Order

The meeting was called to order at 7:33 p.m.

Roll call was answered by Trustees Ray Bogdanowski, Stephen Harlfinger, Paula Yensen, Joseph Murawski, Paul Mulcahy, Bob Huckins and President Edwin Plaza.

Also present were Village Administrator Gerald Sagona, Assistant Village Administrator Shannon Andrews, Director of Public Safety James Wales, Public Works Director Fred Mullard, Community Development Director Dan Olson, Parks and Recreation Director Trudy Wakeman, Finance Director Pete Stefan, Village Attorney Richard Flood and Village Clerk Denise Wasserman Haugk.

The Pledge of Allegiance was led by President Plaza.

Public Comment on Agenda Items:

Krista McDunn – 451 Harvest Gate – wondered about how the meeting is run. Specifically she wondered about the Omnibus Agenda. President Plaza explained the process. Ms. McDunn respectfully asked that item H be pulled from the Omnibus Agenda for future agenda.

Consent Agenda

A. Motion to accept and place on file the minutes of the February 26, 2008 Committee of the Whole meeting.

B. Motion to accept and place on file the minutes of the February 28, 2008 Village Board meeting.

Motion to approve Consent Agenda items A-B was made by Trustee Yensen and seconded by Trustee Harlfinger. On roll call vote, Trustees Harlfinger, Huckins, Murawski, Mulcahy, Yensen and Bogdanowski voted Aye. No Nays. Motion carried.

Omnibus Agenda

A. Motion to authorize the issuance of a raffle license to the Lake in the Hills/Algonquin Falcons Youth Football Organization to conduct a raffle on November 21, 2008 and to waive the \$10.00 license fee and bond requirement.

B. Motion to authorize the issuance of a raffle license to the Woodstock Christian Life Services to conduct a raffle on April 5, 2008 and to waive the \$10.00 license fee and bond requirement.

C. Motion to pass Ordinance 2008-____, "An Ordinance Amending Section 33.08B, Number of Licenses Issued, of the Lake in the Hills Municipal Code".

G. Motion to approve the playground design prepared by Hitchcock Design dated February 28, 2008 for the Cheswick Place Park.

I. Motion to award a contract to Berger Excavating in the amount of \$1,075,057.90 for the 2008 Water Main Replacement Project.

Motion to approve the Omnibus Agenda items A – C, G & I was made by Trustee Yensen and seconded by Trustee Murawski. On roll call vote, Trustees Huckins, Bogdanowski, Harlfinger, Murawski, Mulcahy and Yensen voted Aye. No Nays. Motion carried.

Approval of the Schedule of Bills:

Motion to approve the March 14, 2008 Schedule of Bills, funds totaling \$428,828.79 was made by Trustee Bogdanowski and seconded by Trustee Murawski. On roll call vote, Trustees Yensen, Bogdanowski, Mulcahy, Murawski, Huckins and Harlfinger voted Aye. No Nays. Motion carried.

Approval of Manual Bills:

Department Head Reports:

Annual Easter Egg Hunt – Saturday at 8:00 am sharp (3/15/08)

Richard Flood – There will be a Quick Take Hearing on March 25th regarding the condemnation hearing for the airport.

Board of Trustee Reports:

Village President Reports:

The next Planning and Zoning meeting will discuss operation of hours for the business at Lakewood and Ackman Road. Since the Village of Lakewood has no restrictions for the hours of business, our Village will revisit our restrictions.

Committee Reports:

Communications and Petitions:

Unfinished Business:

D. Motion to pass Ordinance 2008-____, "An Ordinance Granting a Zoning District Map Amendment from the M-1 Limited Manufacturing District to the B-4 Commercial Business District for Lot 1 and Part of Lot 2 of the Wonder Industrial Complex Subdivision".

E. Motion to pass Ordinance 2008-____, "An Ordinance Granting a Conditional Use Permit for a Planned Development for Lots 1, 2 and 3 of Wonder Industrial Complex Subdivision (Rakow Plaza)".

F. Motion to approve the Final Plat for the First Amendment to Wonder Industrial Complex Subdivision prepared by Vanderstappen Surveying & Engineering Incorporated dated January 24, 2008 and authorize the appropriate Village Officials to execute the plat subject to the payment of all fees and costs as outlined in the Lake in the Hills Municipal Code.

Motion for Items D-F was made by Trustee Harlfinger and seconded by Trustee Bogdanowski. Trustee Harlfinger noted that developers are willing to work with our Village and staff in order to do business here. He commends the business/property owner. On roll call vote Trustees Murawski, Bogdanowski, Mulcahy, Huckins, Yensen, and Harlfinger voted Aye. No Nays. Motion approved.

H. Motion to direct staff to take all steps necessary to proceed with the CMAQ Grant Request and the installation of the Harvest Gate bike path segment as depicted on the Village's approved Bike Path Map. was made by Trustee Mulcahy and seconded by Trustee Yensen. Trustee Mulcahy mentioned that after much discussion he feels that while a bike path should be put on the property, that maybe the plans could be changed to move further away from the residents. He also mentioned that there may have been some confusion as to the process taken thus far. Trustee Yensen agrees. She believes it is important to listen to the neighbors in any process that will directly affect them. She feels the process got sidetracked and she apologizes for that. She is however, in favor of the bike path. She hopes that the Village and the residents can come to some compromise. She appreciates the residents that came forward to express their concerns and their efforts to come up with alternatives. She supports the efforts of the staff and the Parks and Rec. Board. She is adamant that the Board is not corrupt; in fact they got a bit sidetrack on this process and she is in support of making it right. Trustee Bogdanowski mentioned that the nature of his personality is to try to make everyone happy; not sure if he's done that yet. He mentioned that as a Village Board, there has been instances in the past where we have tried to be good neighbors (ie., Lakewood/Ackman development). He would like to continue to be a good neighbor. There have been many good points brought up as well as the not-in-my-back-yard points. He feels that from a safety stand point, he is in favor of getting the bike path off the street. He would like to see some form of compromise. Trustee Harlfinger wondered what the compromise Trustee Bogdanowski is talking about. Trustee Bogdanowski does not have an answer. Though he does not feel there was a procedural issue, he feels that we need to give the Parks and Rec. Board an option to present alternative paths. Trustee Mulcahy gave a brief summary of the process taken and backed the process taken thus far. Trustee Mulcahy's compromise: He likes the Northwest beginning of the path. He feels if the path continues on the other side of the creek so the path is 30 - 40 feet behind the lot lines and then bring it back over the creek on to Harvest Gate. He mentioned that there would be an opportunity to present an amended application to the grant committee with an alternate route that includes a path mostly on the other side of the creek away from the back of the homes. Trustee Huckins agrees. Trustee Yensen would like to recognize Kelly Bailey - 461 Harvest Gate - in regards to her autistic son. She wondered about a possible small side fence along her property. Ms. Bailey is happy that the Board is considering a compromise. She wondered why if Heaven's Gate residents don't want the path and the Harvest Gate residents don't want the path why is the bike path going in. Ms. Bailey does appreciate the concern of the Village regarding her son. Trustee Mulcahy mentioned that other residents in the neighborhood that don't back up to the path are in favor of the path. He feels if the path is moved away from the homes that everyone could content. Trustee Harlfinger also gave a brief summary of the grant process and he does not feel the Board did anything wrong. He feels certain that the Army Corp of

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Engineers would not even allow the bike path to be so close to creek as is the current plan. Trustee Bogdanowski believes Trustee Mulcahy will be clarifying the vote regarding an alternate plan. Trustee Mulcahy is going to propose an amendment to the current agenda.

Amended motion:

Motion to direct staff to take all steps necessary to proceed with the CMAQ Grant Request and the installation of the Harvest Gate bike path segment with the alternative path that includes bridge crossings was made by Trustee Mulcahy and seconded by Trustee Yensen. On roll call vote Trustees Mulcahy, Bogdanowski, Harlfinger, Yensen, Huckins, and Murawski voted Aye. No Nays. Motion carried.

New Business:

Audience Participation:

Sandy Oslance – Algonquin/Lake in the Hills Chamber of Commerce – She came to speak regarding the 2008 graduates of the Community Leadership School. There are currently 21 alumni of the program and she wanted to present the Village with a plaque.

Kevin McDunn – 451 Harvest Gate – wanted to share a few comments regarding the amendment – He appreciates the willingness and openness of the board regarding the willingness to compromise. He appreciates the encouragement that this was just a plan and not actually the final plan. He and his wife respect this board and the government. They've been in this Village for 14 years and know the state of village government back then. President Plaza mentioned that the Park and Rec. Board were given no latitude with this decision. They are an advisory board and they were just doing what they knew to do.

Bradley Appier - 459 Harvest Gate - Encouraged by the results of tonight's decision. He was not in favor of the government 48 hours ago but his faith is restored. He realizes that there will still be a bike path, though he is not in favor of it, though he realizes this board does listen to the residents and he thanked everyone.

Executive Session:

Motion Following Executive Session:

Audience Participation:

Adjournment: There being no further business to discuss, the meeting of the Lake in the Hills Board of Trustees was adjourned at 8:13 p.m.

Submitted by,
Denise Wasserman Haugk
Village Clerk



Village of Lake in the Hills

600 Harvest Gate, Lake in the Hills, Illinois 60156

Committee of the Whole Meeting

April 8, 2008

Call To Order

The meeting was called to order at 7:35 p.m. Present were Trustees Harlfinger, Murawski, Bogdanowski, Mulcahy, Huckins, Yensen, and President Plaza.

Also present were Village Administrator Gerald Sagona, Director of Public Safety James Wales, Public Works Director Fred Mullard, Village Engineer Dave Van Camp, Parks and Rec. Director Trudy Wakeman, Community Development Director Dan Olson, Village Attorney Jennifer Gibson Village and Village Clerk Denise Wasserman Haugk.

Audience Participation:

Danial Igoe – 20 W. Oak Street – Mr. Igoe has a problem with his neighbor roof drainage system. The water is drainage is entering Mr. Igoe's yard. He has spoken with Public Works. The downspout needs to be more firmly attached to the neighbor's home. A pipe needs to be connected to the downspout so the water is directed into the neighbors yard. The Village Inspector has sent a letter and Mr. Igoe is hoping the Board might step in.

Robert Ward 1116 Heaven's Gate – Mr. Ward is concerned about the Harvest Gate bike path project. He is questioning the changes that keep taking place, however, he feels that another bike path is not a big deal. He also works in the Village at Advanced Flexible Composit's – Walter Road – He is here also on behalf of the company to inquire about possible water main improvements for the property.

Administrator:

Director of Public Safety:

Community Development:

Ordinance – Amendment to Ordinance No. 2005-17 (Hours of Operation and Signs) for the Prairie Stone Shops Development – presented by Community Development Director Dan Olson - In 2005, the Village approved Ordinance No. 2005-17 that granted zoning and provided development standards for the Prairie Stone Shops project at the southeast corner of Lakewood and Ackman Roads. The Ordinance also established hours of operation limitations, which included language that stated that no business could be open between 10:30 pm and 5:30 am. The applicant, Fuhler Properties, is requesting that the hour limitation be removed. The applicant has indicated in his petition and testified at the public hearing that these limitations inhibit the ability to lease the building to stores and restaurants. In addition, the commercial development at the northwest corner of Ackman Road and Redtail Drive in Lakewood has no hour restrictions. The applicant is also requesting an additional wall sign for one of the tenants (National Fitness and Tan). A public hearing was conducted by the Planning and Zoning Commission on March 17th on the amendments to the Planned Development Ordinance.

The Commission recommended approval 3 to 2 (Commissioners DeMay, Siakel and Stock voted yes and Commissioners Covone and Rambo voted no; Commissioners Stroud and Borkgren were absent) of the proposed amendment regarding the removal of the hour limitations and voted 5 to 0 to recommend approval of the amendment to allow the additional wall sign. There were two residents who spoke during the hearing. Jennifer Kerstiens of 8510 Weston Circle in Lakewood mentioned that she appreciated the cooperation with the Village in the past on the project and that the building is non-obtrusive. She noted concerns with the amendment on the elimination of hours mentioning it would open the door to a possible gas station/other uses and create noise issues. William Cherikos of 5 Banford Ct. had concerns about the possible increase in noise with the elimination of hours. John Fuller mentioned that Centegra is expanding into Huntley which will be competition with National Fitness and Tan. They would appreciate another sign. He also mentioned that a change in hours would also be beneficial for the businesses and allow them to be more competitive. Trustee Mulcahy wondered if National Fitness and Tan did not take up four spaces, then there would be additional business signage. Mr. Fuller agreed. He is also trying to lease some more space including putting a restaurant in. Trustee Yensen mentioned that there were some neighbors concerned about there being a business that might be open 24 hours. She wondered what type of business/restaurant Mr. Fuller is planning on bringing in. Mr. Fuller would like to attract a family style restaurant, not a 24 hour restaurant. Mr. Olson mentioned that the amendment does not allow for different zoning. The business requirements would be the same. Motion was made to place this item on the Village Board Agenda.

Ordinance – First Amendment to the Annexation Agreement – Prairie Stone Shops

Development– presented by Community Development Director Dan Olson - In 2005, the Village approved an annexation agreement for the Prairie Stone Shops development at the southeast corner of Lakewood and Ackman Roads. The agreement provided the development standards for the project and also established hours of operation limitations, which included language that stated that no business could be open between 10:30 pm and 5:30 am. The applicant, Fuhler Properties, is requesting that the hour limitation be removed. The applicant has indicated that these limitations inhibit the ability to lease the building to stores and restaurants. The applicant is also requesting to amend the agreement to allow an additional wall sign for one of the tenants (National Fitness and Tan). The applicant has also requested to amend the Planned Development Ordinance for the site, with respect to the hours of operation and additional sign. The Planning and Zoning Commission has recommended approval and the request is in front of the Village Board in conjunction with the annexation agreement amendment request. A public hearing on the amendment took place April 8th at 7:00 in front the Village Board. Motion was made to place this item on the Village Board Agenda.

Ordinance – Amendments to Chapter 38, Building Contractor Licensing, of the Municipal

Code– presented by Community Development Director Dan Olson - Proposed are some amendments to Chapter 38 “Building Contractor Licensing” of the Municipal Code. The changes involve some minor language changes and an increase in the annual licensing fee from \$50 - \$75. We have also reviewed the fees and the insurance and bonding requirements of some of our surrounding municipalities. Although some do not charge a fee we do have some considerable staff time involved in the processing of the licenses. In addition, the fee has not increase since April of 1995. If approved, an estimated \$6,000 in additional funds will be collected this fiscal year. Trustee Mulcahy mentioned that the Board discussed some of the fees at the last Strategic Planning Session. He is all in favor of making sure that any fee the Village imposes covers the administration time needed issue the permits. Trustee Harlfinger is not only in favor of increasing the fees, but he would even be for a higher fee. Motion was made to place this item on the Village Board Agenda.

Waiver of Site Development Permit Fee – McHenry County Conservation District – presented by Community Development Director Dan Olson - The McHenry County Conservation District is doing a habitat restoration project on part (about 12 acres) of the “Rothschild” property along Jefferson Street. The District will be doing some grading on the site and must obtain a Site Development Permit from the Village. The fee for the permit is \$250 and the District is requesting a waiver of the fee. In recent years the Village Board has entertained a few requests to the waiver of various development fees. In 2002, the Village received a request from the Algonquin/Lake in the Hill Fire Protection District to waive the water connection (\$21,220.00) and building permit (\$19,132.75) fees for their headquarters station at Pyott and Algonquin Roads. The Board granted a waiver of the building permit fee, however charged the minimum water connection fee for a non-residential building, which was \$3,690.00 at the time. In 2003, the Board granted a request to waive the building permit fees for two small projects. A building permit fee of \$30 was waived for a new roof for a home at 21 Roosevelt Street. A not for profit organization was assisting the homeowner, whose husband was serving overseas in the Army at the time. In addition, the Village Board approved waiving the building fee of \$35.60 to a local Boy Scout, who was constructing a new pier at 181 Hilltop Dr. on Wood Creek Lake. In 2006, Joy Community Church requested a waiver of fees for the water connection (\$33,375.00) and building permit (\$10,175.40) for their facility. The Board denied the requests. Motion was made to place this item on the Village Board Agenda.

Waiver of the Masonry Construction Requirements – 8709 Pyott Road (Riggsby Construction) – presented by Community Development Director Dan Olson - Mark Riggsby of Riggsby Construction, Inc. is requesting a waiver from the requirement for 100% masonry exterior finishes for new construction. Mr. Riggsby is rehabilitating an existing building at 8709 Pyott Road (former National Plumbing building). Mr Riggsby proposes to alter the presently all-brick front façade to a combination of cultured stone and EIFS. After subtracting for windows and doors, the proposed elevation shows approximately 34% masonry on the ease elevation that faces Pyott Road. The other three elevations will remain a combination of brick and metal siding. The Board of Trustees may grant an exception to this requirement, however, in a B-4 Commercial Business District, no less than 33% of the elevations facing a public street may be masonry. In reviewing the waiver, the Building Code delineates three factors that should be considered: The architectural value and significance of the structure or its size; The relationship of the exterior architectural features of the proposed structure to the existing structures in the surrounding area; The compatibility of the exterior design, arrangement, texture and material to be used with that used in the surrounding area. Motion was made to place this item on the Village Board Agenda.

Engineer:

Parks and Recreation:

Update - CMAQ Bike Path Grant Application – Parks and Recreation Director Trudy Wakeman introduced Village Engineer Dave Van Camp who presented this item. - At the March 13, 2008 Village Board Meeting, the Board directed staff to amend the CMAQ Harvest Gate Bike Path application, with the understanding that the resubmitted application would include two bridges and realignment away from the resident's back yards. Since that time, staff has discovered Phase 1 and 2 engineering plans are required for federally funded programs. Phase 1 would include the IDNR and Army Corp. of Engineers' assessment of the area, bridge or culvert design, wetland delineation, survey, and public involvement. Phase 2 would include the final contract plans, bridge abutment or culvert design, and wetland

mitigation design. Phase 3 includes the construction observation and administration of the construction contract. The additional engineering costs would put this project above and beyond the original \$187,288 that was requested. Since the inception of the CMAQ bike path application staff has notified residents bordering the potential path from the Harvest Gate as well as the Heaven's Gate side of the creek. Most of those who have voiced their concerns have been from the Harvest Gate section of town. As of late, the Heaven's Gate residents have also expressed their concerns to staff about the proximity of the future path to their homes. Furthermore, residents have contacted IDNR and CMAP for additional insight into the project. Staff has contacted those key residents and have invited them to tonight's meeting. Smith Engineering indicates that with Phase 1, 2, and 3 engineering included, the total project cost is \$707,502.50. The cost to the Village is 20% or approximately \$141,500 if the grant is awarded. Dave Van Camp from Smith Engineering is available for questions regarding there \$238,502.50 estimate. Trustee Mulcahy asked the approximate distance from possible bridge to homes on Heavens Gate. Motion was made to place this item on the Village Board Agenda.

Naming of the Parks and Memorial Tree Program Amendments— presented by Parks and Recreation Director Trudy Wakeman - At the April 3, 2008 Parks and Recreation Board meeting, the Board approved the document changes that combined the Memorial Tree and Naming of the Parks, Building, or Structures Programs. In addition to the Memorial Tree Program, memorial benches and picnic tables offer residents other amenities from which to choose. In an environmental effort, staff plans to use recycled plastic benches and picnic tables for this program. President Plaza likes this program as well as Trustee Mulcahy. Motion was made to place this item on the Village Board Agenda.

Public Works:

Airport – Participation Agreement with the Illinois Department of Transportation for Land Acquisition of the Pyott Road Relocation – presented by Public Works Director Fred Mullard - The Participation Agreement establishes rights and obligations of the Village and the State as they pertain to the purchase of land for the Pyott Road relocation. The land to be purchased under this agreement includes the Athans parcel and the L&V parcel. Under this agreement, the Village will be reimbursed 97.5 percent of the overall cost of the purchases through a Federal Aviation Administration – Illinois Department of Transportation grant. The total cost of the two properties is not yet known. This agreement will allow the Village to receive the funds necessary for the placement of an escrow for the Athans property and provide sufficient funds for the L&V purchase. The additional expenses incurred in the eminent domain proceedings are eligible expenses for future reimbursement under either an amendment to this agreement or an additional agreement dependant on final costs. As part of this agreement, the Village agrees to use the property for airport purposes and to follow federal and state regulations in the operation of the airport for the public's benefit for not less than 20 years. This is a standard agreement between the owner of public airports and the State of Illinois. Motion was made to place this item on the Village Board Agenda.

Finance Director:

Organizations and Developers:

Board of Trustees:

Trustee Harlfinger – **Planning and Zoning Commission Liaison Report** –

Trustee Huckins – **Community Advisory Council for Randall Road Liaison Report** -

Trustee Yensen – **McHenry County Transportation Liaison Report -**

Trustee Bogdanowski – **Business Relations Committee Liaison Report -**

Trustee Joe Murawski – **Senior Liaison Report** – The seniors are still happy☺

Trustee Paul Mulcahy – **Parks and Recreation Board Liaison Report** – The agenda covered the discussed items.

President:

Thursday there will be an appointment made to the Parks and Recreation Board.

There will be a proclamation for Volunteer Week.

Audience Participation:

Joseph Giarratana – 1109 Heavens Gate – wondered if the residents on both sides (Harvest Gate and Heavens Gate) would be allowed a copy of the placement of the bike path. According to Dave Van Camp, the exact alignment has not been determined and phase 1 of the study will help define the actual bike path.

Mary Wolski – 1112 Heavens Gate – She was against the path ten years ago. She wondered why the Village was not going through IDNR for this bike path. She also wanted to address the safety issue. There are coyotes in that area and she is worried about the safety of the children. She also wondered why the path was widened and wondered why there would be a bike path in the wetlands and what is a flood plain.

Denise Benages – 1118 Heavens Gate – She wondered about the outflow from Boulder Ridge that creates almost a second pond after heavy rains. She wondered if any consideration had been given to that.

Robert Ward - 1116 Heavens Gate – Wondered how many paths there were. President Plaza mentioned that the idea is to have the bike path continue from one area to another. He stated that bike paths are not always pretty but do not have a nuisance factor. He also mentioned that if the bike path is more than \$200,000 he feels it is a waste of money.

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Bradley Appier – 459 Harvest Gate – He thanked the Engineering firm for the documents. He would like to confirm that there will be public input allowed and the path is totally flexible at this point. Mr. Van Camp mentioned that the recommendation from Smith Engineering did include estimated hours for two public meetings. He is concerned about the southern terminus. He would like to request that the path be connected to the existing berm. This would require the extension of the proposed path, but would be beneficial to the neighborhood.

Adjournment: There being no further business to discuss, the Committee of the Whole meeting was adjourned at 8:24 p.m.

Submitted by,

Denise Wasserman Haugk
Village Clerk

Ross Patronsky

From: Trudy Wakeman [twakeman@LITH.org]
Sent: Wednesday, September 03, 2008 10:33 AM
To: Ross Patronsky
Cc: Doug Ferguson
Subject: RE: FY 2009 CMAQ Application BP11093071 - Harvest Gate Bike Path

Thank you

The existing residential road is narrow, high traffic, and many curbside parking. We had looked at widening the sidewalk along that road to make a bike path - but that was not feasible based on the configuration of trees and landscape. There is not much truck traffic, but more residential traffic.

I hope this answers your question.

Thank you - Trudy

Trudy L. Wakeman, CPRP
Director of Parks & Recreation

Village of Lake in the Hills
600 Harvest Gate
Lake in the Hills, IL 60156
direct line 847.960.7461
fax 847.960.7465

From: Ross Patronsky [mailto:RPatronsky@cmap.illinois.gov]
Sent: Wednesday, September 03, 2008 10:29 AM
To: Trudy Wakeman
Cc: Doug Ferguson
Subject: RE: FY 2009 CMAQ Application BP11093071 - Harvest Gate Bike Path

Ms. Wakeman:

Thanks for your response. In anticipation of possible questions from the Committee, please elaborate on the issue of the existing road facility connecting the two existing paths. Specifically, are there circumstances that deter cyclists from using this street, such as high traffic volumes or significant truck traffic? Thanks.

Ross Patronsky

From: Trudy Wakeman [mailto:twakeman@LITH.org]
Sent: Tuesday, September 02, 2008 2:44 PM
To: Ross Patronsky
Cc: Doug Ferguson
Subject: RE: FY 2009 CMAQ Application BP11093071 - Harvest Gate Bike Path

Dear Ross Patronsky and Committee:

Upon review of the residents comments referencing the Harvest Gate Bike Path - the following is noted:

1. At the time of the initial presentation to the Village Board on January 22/24, the dollar value of the project was \$142,000. The project was submitted the following week and it was determined that a math error occurred. The value of the project was \$187,000. Over the next Village Board meetings it was determined that the Village Engineer needed to take a further look into the project and at that time determined the including Phase I and II Engineering would be included. The total new cost was \$707,625. With board approval, the new submission was sent to Doug Ferguson on April 17, 2008.

2. The second issue that I surmise from the documentation references the marking 'general public support' in the application. Through conversations with the area coordinator, it was determined that a pre-submission meeting was not necessary, due to the fact that the bike path map had been approved by the Village Board. This was public record and the map was on the Villages' website.

3. Lastly, the Village bike path map and bike route includes off-street and on-street routes. If this path were to be constructed it would link 2 portions of bike path section (off-street). Additionally, it would allow for bike routes (on-street) to area businesses as well as schools in the area.

Please let me know if I have addressed all your concerns. I am planning to be available for the September 9 meeting.

Thank you for the opportunity to respond.

Trudy L. Wakeman, CPRP
Director of Parks & Recreation

Village of Lake in the Hills
600 Harvest Gate
Lake in the Hills, IL 60156
direct line 847.960.7461
fax 847.960.7465

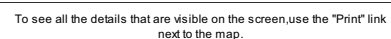
From: Ross Patronsky [mailto:RPatronsky@cmap.illinois.gov]
Sent: Monday, August 25, 2008 4:11 PM
To: Trudy Wakeman
Cc: Doug Ferguson
Subject: FY 2009 CMAQ Application BP11093071 - Harvest Gate Bike Path

The subject application has been proposed for funding in the FY 2009 CMAQ program. The proposed program is currently posted for public comment. Two comments have been received on this proposal; copies of the comments are attached. Please let me know if you have trouble receiving these files.

Since these are adverse comments, please review and respond to their points. The responses should be sent to me by next Tuesday, September 2nd, so that they may be included in the materials to be sent to the CMAQ Project Selection Committee. You may wish to attend that meeting, which will be on September 9th in the CMAP offices.

Ross Patronsky
Senior Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606
312-386-8796 (voice)
rpatronsky@cmap.illinois.gov

<<BP11093071 section 1.pdf>> <<BP11093071 section 2.pdf>> <<BP11093071 section 3.pdf>> <<BP11093071 section 4.pdf>> <<BP11093071 section 5.pdf>> <<BP11093071 CMAQletter2.doc.pdf>>



Respiratory Health Association of Metropolitan Chicago * Citizen Action/Illinois * Healthy Schools Campaign * Environment Illinois * Richter Foundation * Addressing Asthma in Englewood * Northwestern University ECO Group * Environmental Law & Policy Center * Centro Comunitario Juan Diego * Back of the Yards Neighborhood Council * Healthy Chicago Lawn * Union of Concerned Scientists

August 11th, 2008

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: CMAQ Comments

Diesel pollution is a serious health problem. Diesel exhaust contains toxic air contaminants, carcinogens, ozone smog-forming elements, and fine particulate matter (or soot). According to the EPA, the “soot” in diesel exhaust can **“pose a significant health risk because they can pass through the nose and throat and lodge themselves in the lungs. These fine particles can cause lung damage and premature death. They can also aggravate respiratory conditions such as asthma and bronchitis¹.”** According to the Clean Air Task Force, it is estimated that diesel fine particles cause 755 deaths, 1,021 heart attacks, 476 cases of chronic bronchitis, and 17,017 of asthma attacks each year in the Chicago metropolitan area². The Clean Air Task Force also ranks Chicago third in the national list of metropolitan areas with the gravest diesel impacts³.

Given the serious health threat from diesel pollution, we are writing to urge you to fully fund the following 2009 Congestion Mitigation and Air Quality (CMAQ) applications for projects that would reduce diesel exhaust emissions.

Rail

- Union Pacific Proviso Rail Yard Switcher Engine Retrofit
- Village of Bedford Park-Belt Railway Co. Clearing Yard Switcher Retrofit
- Town of Cicero-BNSF Railway Co. Cicero Rail Yard Locomotive Diesel Retrofit
- Illinois Environmental Protection Agency-Norfolk Southern Railway Co. Switchyard Diesel Locomotive Retrofit Project.
- Illinois Environmental Protection Agency- Amtrak Switcher Engines Retrofit
- Illinois Environmental Protection Agency-CSXT-Barr Rail Yard Switch Engine Retrofit-Year 2 & 3
- Village of Franklin Park- Indiana Harbor Belt Railroad Engine Retrofit

¹ US Environmental Protection Agency. *Diesel Exhaust and Your Health*. February 8, 2008 <http://epa.gov/cleanschoolbus/humanhealth.htm> (July 29, 2008)

² Clean Air Task Force. *Diesel & Health in America: The Lingering Threat*. February 2005. <http://www.catf.us/publications/view/83> (May 22, 2008)

³ Clean Air Task Force. *Diesel & Health in America: The Lingering Threat*. February 2005. <http://www.catf.us/publications/view/83> (May 22, 2008)

- Village of Riverdale - Indiana Harbor Belt Railroad SD-20 Retrofit

Bus

- Pace-Bus Diesel Engine Retrofits

City/County/Regional Fleet

- Chicago Department of Environment-Chicago Diesel Emissions Reduction Project
- Cook County Department of Environmental Control-Cook County Fleet Diesel Retrofit
- Illinois Department of Transportation-IDOT Maintenance Fleet Emissions Reduction
- Illinois Environmental Protection Agency-Chicago Area Diesel Retrofit Program

The above retrofit projects would lead to significant reductions in diesel pollution in the Chicago metropolitan area. To this end, we strongly urge you to fully fund these proposals as a vital step in satisfying the goals of CMAQ and improving air quality in the Chicago metropolitan area. In the event the cost of funding for these projects exceeds the total amount of 2009 CMAQ funding, we urge you to prioritize funding for these projects in the 2010 CMAQ funding cycle and subsequent cycles.

Sincerely,

Lynda DeLaforge
Co-Director
Citizen Action/Illinois

Brian Urbaszewski
Director
Respiratory Health Association of Metropolitan Chicago

Mark Bishop
Deputy Director
Healthy Schools Campaign

Howard A. Learner
President
Environmental Law & Policy Center

Maureen Damitz
Project Manager
Addressing Asthma In Englewood

Frank Richter
President
The Richter Foundation

Olivia Hernandez
Executive Director
Centro Comunitario Juan Diego

Kevin Knobloch.
President
Union of Concerned Scientists

Illana Bodini
Coalition Coordinator
Healthy Chicago Lawn Coalition

Craig Chico
President & CEO
Back of the Yards Neighborhood Council

Rebecca Stanfield
Director
Environment Illinois

Elisa Redish
External Relations Coordinator
Northwestern University ECO Group



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 -- (217) 782-3397
JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601 -- (312) 814-6026

ROD R. BLAGOJEVICH, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217/785-4140

August 26, 2008

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
Suite 800
233 South Wacker
Chicago, Illinois 60606

Dear Mr. Patronsky:

The Illinois Environmental Protection Agency (Illinois EPA) would like to commend the Congestion Mitigation Air Quality Improvement (CMAQ) Project Selection Committee for its efforts in developing the FY 2009 program. We appreciate the emphasis the staff and committee have placed on the reduction of diesel exhaust emissions through the recommendation to dedicate over 25 percent of this year's funding to such projects. The inclusion of projects intended to reduce diesel exhaust emissions from buses, railroad switcher engines, and maintenance trucks will further our efforts to bring the Chicago region into attainment with the fine particulate matter (PM2.5) national ambient air quality standard.

Regarding specific projects, the Illinois EPA strongly supports the inclusion of the Chicago Area Diesel Retrofit Program (DR13093150), the Chicago Diesel Emissions Reduction Project (DR01093125), and the IDOT Maintenance Fleet Emissions Reduction project (DR13093182). The Illinois EPA also supports the inclusion of the Retrofit of Amtrak Switcher Engines project (DR01093127) at the proposed 20 percent match level.

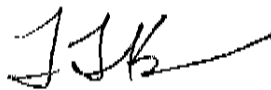
The issue of the appropriate match level for private sector freight railroad switcher engine retrofit projects has drawn much discussion. The Illinois EPA supports the inclusion of these projects as the conventional engines are replaced with energy efficient and lower emitting "generator sets." These advanced technology locomotive engines achieve a significant improvement in air quality in and around railroad yards that are often adjacent to residential areas.

Regarding the proposed 50 percent match level for the freight railroads, the Illinois EPA contacted Norfolk Southern, its private sector partner for CMAQ project number DR0103126. The enclosed response from Norfolk Southern states that it could not provide the recommended 50 percent match, but would be willing to commit to the use of

a third generator set switcher engine in the Chicago area if the committee approves the retrofit of two switcher engines at the original 20 percent match level. Norfolk Southern also stated that it would commit to retaining the retrofitted switcher engines in the Chicago area for seven years rather than the traditionally-required 5 years, thereby achieving additional emission reduction benefits. The Illinois EPA urges the CMAQ Project Selection Committee to consider this and all other responses from the freight railroads to establish a match level that would still provide an incentive for the railroads to pursue the retrofit of these older, more polluting engines.

Please contact Darwin Burkhart at (217) 524-5008 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Kroack', with a long horizontal flourish extending to the right.

Laurel L. Kroack, Chief
Bureau of Air

Enclosure



Thomas A. Zapler
Director Public Affairs - Northern Region

August 14, 2008

Mr. Ross Patronsky
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

RE: Proviso Rail Yard Switcher Engine Retrofit
Project ID #DR04093133

Dear Mr. Patronsky:

The Union Pacific Railroad's proposed CMAQ Project, sponsored by the Village of Berkeley, to retrofit two switch engines with genset engines for use at our Proviso Yard clearly reduces air pollution. The Union Pacific Railroad is please CMAP is considering awarding a CMAQ grant for this project.

Our problem is that the CMAQ Project Selection Committee now feels that applicants for these grants, including the Union Pacific, should contribute 50% of the cost of the project. A contribution at that level does not meet our internal ROI requirements. A Union Pacific contribution at the previous CMAQ proposed funding level of 65/35 is also well below our ROI requirements, but we would accept that level of funding in this case given the emission impacts, the opportunity to participate in the CMAQ program, and to demonstrate that we take being a good neighbor and environmental matters very seriously.

The Union Pacific will not pursue a 50/50 public/private split. We have consistently declined those terms based upon our genset operation experience to date. As you know, we have had roughly 160 gensets in operation on our system for at least the last 12 months. Union Pacific pioneered the genset technology, and we remain optimistic regarding its potential. The reality is that we have not yet realized the benefits this technology offers. Maintenance costs are greater than anticipated and what one would expect. Also, availability and usage are less than anticipated. This is the result of the following very steep and significant learning curves:

1. Engine suppliers (i.e. - Cummins and Deutz) for the gensets;
2. Union Pacific personnel that now maintain a new "style" of locomotive;
3. Transportation managers that assign these units for work in and around the yards when switching;
4. Locomotive engineers that operate this new technology.

Please contact Lanny Schmid or myself if you have any questions regarding our position or would like to discuss our position in greater detail.

Sincerely,

cc: Donald Kopec, Michael Rogers, George Camille, Tim Coffey, Tom Livingston,
Paul Nowicki, Gary Gibson, Robert Grimaila, Lanny Schmid, Mike Payette

(TAZ\081208-002)

**RECEIVED**

AUG 19 2008

Norfolk Southern Corporation
Mechanical Department
1200 Peachtree Street, NE
Atlanta, Georgia 30309

BUREAU OF AIR
IEPA

Donald D. Graab
Assistant Vice President
Telephone: (404) 582-6726
Fax: (404) 589-6866

August 8, 2008

Darwin Burkhardt, Manager
Clean Air Programs
Division of Mobile Source Programs
Illinois Environmental Protection Agency
P.O. Box 19276
Springfield, IL 62794-9276

Re: Congestion Mitigation and Air Quality Grant – Chicago
Norfolk Southern Railway Company Switchyard Diesel Locomotive Retrofit
Project

Dear Mr. Burkhardt:

Norfolk Southern Railway Company ("Norfolk Southern") has received your email of July 31, 2008 regarding the Chicago Congestion Mitigation and Air Quality ("CMAQ") committee's most recent recommendation for funding genset locomotives, which are ultra-low emitting locomotives, in the Chicago area. Per your note, the committee is recommending that private railroads contribute a 50 percent match toward the projects for genset switcher engines. For Norfolk Southern, the committee suggests providing funding for equipping two switcher engines with genset technology, with a contribution of \$1.5 million from Norfolk Southern and the remaining \$1.5 million from CMAQ funds. We presume this funding will be for one calendar year.

While we appreciate the committee's review of our CMAQ application and its willingness to discuss the terms of an agreement, Norfolk Southern is not willing at this time to agree to each of the terms suggested by the CMAQ committee. We can agree to funding for only the two units in the first year.¹ However, we cannot agree to the 50 percent corporate match. Rather, we can agree to the 20 percent corporate match originally proposed, for a \$0.6 million Norfolk Southern contribution and a \$2.4 million CMAQ contribution, but with an increase in the amount of time the gensets will be located in the Chicago region from five to seven years. This increased commitment leads to a total emissions reduction of approximately 319 tons over seven years (comprised of 8.1, 288.8, and 21.8 tons of PM, NOx and VOCs, respectively) or an additional 91 tons of emissions reductions over that of a five year commitment. In additional,

¹ We must note that we cannot commit to retrofit anything less than two locomotives at a particular location. As we noted in our application, we must have at least two in a given location due to the increased and different maintenance and other obligations arising from having a different locomotive technology on very few locomotives in one region. The costs associated with supplying sufficient parts and maintenance for only one retrofitted locomotive in the region, for instance, likely would be prohibitive.

Darwin Burkhardt
Illinois Environmental Protection Agency
August 8, 2008
Page 2

further significant emissions reductions will occur due to lower carbon emissions from the genset units.

At this time, Norfolk Southern cannot justify spending \$1.5 million in corporate funds for two genset units in Chicago in 2009. As we have discussed in the past, Norfolk Southern would not ordinarily be purchasing switcher units for the Chicago area because there is no current need for new units. In addition, Norfolk Southern, like the other Class I railroads in North America, largely purchases line haul locomotives and uses older units for switching operations. As a matter of general historical practice, once a locomotive is no longer suitable for line haul service, we transition that locomotive into lighter switcher service at a rail yard. Due to this transition and the long design life of locomotives, we do not regularly purchase new switching locomotives and many of the switching locomotives in service are former line haul locomotives purchased in the 1970s and 1980s. While railroads recognize the benefits of modern locomotive power, historically there have been limited advantages to investing in new switching locomotives. Adding to the challenge, investments in switcher locomotives must compete for capital with the enormous requirements a railroad faces for maintaining its privately owned right-of-way, safety critical signaling systems, projects associated with the CREATE Project, large freight car fleets and road locomotive assets.

Further, it is likely that the entire actual cost of genset units in 2009 will exceed the previously estimated \$1.5 million per unit. New crashworthiness regulations that have increased the amount of steel required for locomotive fabrication, coupled with the rising costs of materials due to nationwide inflation, have resulted in increasing assembly costs for locomotives, including genset locomotives. We would not be seeking an adjustment in CMAQ funds to reflect this likely increase; Norfolk Southern would incur any costs above the original estimate regardless of its percentage contribution. Additionally, if the committee were to look favorably on our suggested cost share of 20 percent, Norfolk Southern would be willing to commit to operate an existing genset switcher locomotive for 30 months within the Chicago nonattainment area at no cost to the CMAQ committee's proposed 2009 program of projects. This unit would lead to an additional emissions reduction of approximately 23 tons per year (comprised of approximately 0.6, 20.6, and 1.6 tons per year of PM, NOx and VOCs, respectively), or a total additional emissions reduction of close to 60 tons, plus the additional carbon emissions reductions, at no cost to the CMAQ committee. This existing genset switcher could assist in reducing regional emissions prior to the 2009 attainment evaluation conducted by the U.S. Environmental Protection Agency to determine regional air quality designations. We also request that the CMAQ committee consider funding for a third genset in Chicago at a 20 percent Norfolk Southern corporate share in light of our willingness to add this existing genset to the region and the immediate emissions reductions benefit it would accrue.

It is the desire of Norfolk Southern to pursue efficient, effective, sustainable transportation for this important rail center by working with funding agencies such as the CMAQ committee. At this time, we are actively working with other cities on similar programs of projects which will likely provide a higher match than 50 percent. It is for these reasons that, although we cannot at this time justify increasing the funding amount in 2009 as suggested by

Darwin Burkhart
Illinois Environmental Protection Agency
August 8, 2008
Page 3

the committee, we are willing to commit to operate the CMAQ-funded genset units for a significantly longer period of time in the Chicago nonattainment area, as well as to commit another existing genset unit to the region, in order to justify a higher public share.

We look forward to working together on such projects of mutual interest for the benefit of the Illinois Environmental Protection Agency as well as residents of the city of Chicago and the state of Illinois.

Sincerely,
Norfolk Southern Railway Company

A handwritten signature in cursive script, reading "Donald D. Graab".

Donald D. Graab
Assistant Vice President Mechanical

The Belt Railway Company of Chicago
6900 South Central Avenue - Bedford Park, Illinois 60638-6397



TIMOTHY E. COFFEY
General Counsel, Secretary & Director Human Resources

Phone: (708) 496-4112
Fax: (708) 496-2608
E-mail: tcoffey@beltrailway.com

September 2, 2008

Via Facsimile & Regular Mail

Mr. Doug Ferguson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: CMAQ Program Proposal for Bedford Park, IL
BRC Clearing Yard Switcher Retrofit (DR06093132)

Dear Mr. Ferguson:

This will acknowledge receipt of your letter dated August 28, 2008, addressed to Mr. David Brady, President of the Village of Bedford Park, Illinois, wherein you inform Mr. Brady of the fact that the proposal submitted on behalf of the Belt Railway Company of Chicago (BRC) referenced above has been included in the proposed FY 2009 program. On behalf of the BRC, I would like to express our sincere gratitude for being included in the program. We believe that the BRC is a perfect location to utilize this funding, as the program's environmental benefits will be enjoyed by the scores of people who live and work in Bedford Park and on the south side of Chicago.

I would like to comment on the program's proposal to increase the local match from 20% to 50%. The BRC is the busiest switching terminal railroad in North America and is owned by six major Class I railroads – Norfolk Southern, CSXT, BNSF, Union Pacific, Canadian National and Canadian Pacific. Our board of directors is very cognizant of the need to maintain fluid train operations in Chicagoland and has in the past been very supportive of BRC capital projects that have helped maintain or improve BRC's operational efficiencies. The program herein, while quite beneficial to the general public, would have little impact on BRC's train operations. Thus, while BRC senior management believes our board of directors would support a locomotive fleet retrofit with a 20% local match based on anticipated fuel savings, we are uncertain that our board would approve a project that would result in significantly higher expense to BRC. As a point of comparison, it is my understanding that the State of California has contributed 85% of the funding to smaller railroads for projects of this nature.

However, given BRC's desire to reduce emissions and to indicate to our many neighbors that we take environmental matters quite seriously, we would be willing to pursue the retrofit if the local match remained no higher than 35%.

Thank you for giving BRC the opportunity to comment and please contact me if you have any further questions regarding our position.

Sincerely,


Timothy E. Coffey

cc: Mr. David Brady, President
Village of Bedford Park
P. O. Box 128
6701 Archer Avenue
Bedford Park, IL 60501

Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FY 2009

Proposed Program Recommended by CMAQ Project Selection Committee September 9, 2008

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
Bicycle Encouragement						
BP01093109	CDOT	Commuter Bike Parking, 2009-2011 Series	\$1,646	0.247	Total Funding: ENG, IMP 2009	\$780,000 \$780,000
BP11093111	Lake in the Hills Parks & Recreation Dept	Village Bike Rack Installation	\$4,211	0.003	Total Funding: IMP 2009	\$22,664 \$22,664
BP13093112	Office of Lieutenant Governor	Bike to Metra Guide Pamphlets and Website	\$15,538	0.028	Total Funding: IMP 2009	\$84,000 \$84,000
Bicycle Facilities						
BP01093026	CDOT	Weber Spur Trail UPRR (Former CNW)	\$7,074	0.136	Total Funding: ENG-1, ROW 2009	\$2,240,000 \$1,680,000
					ENG-2 2010	\$560,000
					CONST 2011	\$0
BP01093029	CDOT	Streets for Cycling/Bike 2015 Plan Implementation-2010/2011 Series	\$195	1.562	Total Funding: ENG-1, ENG-2 2009	\$2,000,000 \$400,000
					CONST 2010	\$800,000
					CONST 2011	\$800,000
BP01093030	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	\$8,548	0.345	Total Funding: CONST 2009	\$5,500,000 \$5,500,000
					CONST 2010	\$0
BP03093032	Des Plaines	City of Des Plaines Bike Network Implementation Stage 1	\$244	0.066	Total Funding: ENG-2, CONST 2009	\$124,000 \$124,000
BP03093034	Hoffman Estates	Higgins Rd Pedestrian and Bicycle Project	\$3,587	0.025	Total Funding: CONST 2009	\$600,000 \$600,000
BP03093035	Arlington Heights	Douglas Ave Multi-use Path	\$561	0.024	Total Funding: ENG-1, ENG-2, CONST 2009	\$90,000 \$90,000
BP06093039	Orland Hills	Lake Lorin and Ashbourne Lake Bike Trail Connectors	\$1,013	0.020	Total Funding: ENG-2, CONST 2009	\$120,000 \$120,000
BP06093040	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	\$3,531	0.251	Total Funding: ENG-2 2009	\$360,000 \$360,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
BP08093042	Addison	Salt Creek Greenway Trail from Villa/2nd to FP Dr/Addison Rd	\$2,587	0.220	Total Funding: CONST 2009	\$3,920,000 \$3,920,000
BP09093045	Carpentersville	Wilmette Ave Bicycle Multi-use Path	\$1,250	0.010	Total Funding: CONST 2009	\$82,000 \$82,000
BP09093052	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	\$1,166	0.038	Total Funding: ENG-1, ENG-2 2009	\$338,200 \$40,300
					CONST 2010	\$297,900
BP09093053	Elgin	Elgin Bikeway Plan Route 1 SW Quadrant	\$3,551	0.100	Total Funding: ENG-1, ENG-2 2009	\$2,721,000 \$324,000
					CONST 2010	\$2,397,000
BP11093072	Algonquin	Hanson Rd Bike Path	\$1,464	0.014	Total Funding: CONST 2009	\$144,000 \$144,000
BP12093089	Bolingbrook	Lily Cache Bike Path	\$2,918	0.024	Total Funding: CONST 2009	\$153,000 \$153,000
Bottleneck Elimination						
BE08093091	DuPage County DOT	Thorndale Ave from I-290 Entrance Ramp to Park Blvd	\$492	0.485	Total Funding: ENG-2 2009	\$464,000 \$264,000
					CONST 2010	\$200,000
BE11093057	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	\$1,045	0.249	Total Funding: ENG-1 2009	\$1,010,000 \$72,000
					CONST 2010	\$938,000
Commuter Parking						
CP07093014	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	\$177	0.308	Total Funding: ENG-1, ENG-2 2009	\$222,080 \$32,320
					CONST 2010	\$189,760
CP12093015	Chicago South Suburban Mass Transit Dist	University Park Metra Station Parking	\$418	1.441	Total Funding: ENG-1, ENG-2 2009	\$2,458,000 \$200,000
					CONST 2010	\$2,258,000
Demonstration						
DE10093194	Lake County DOT	Cab Connector			Total Funding: IMP 2009	\$80,000 \$80,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
Diesel Emissions Reduction						
DR01093125	CDOE	Chicago Diesel Emissions Reduction Project	\$275	5.319	Total Funding: IMP 2009	\$1,739,000 \$1,739,000
DR01093127	IEPA	Retrofit of Amtrak Switcher Engines	\$190	6.189	Total Funding: IMP 2009	\$1,200,000 \$1,200,000
					IMP 2010	\$0
DR04093133	Berkeley	Union Pacific Proviso Railyard Switcher Engine Retrofit	\$212	8.252	Total Funding: IMP 2009	\$2,080,000 \$2,080,000
DR05093134	Cicero	Cicero Rail Yard Locomotive Diesel Retrofit	\$372	4.126	Total Funding: IMP 2009	\$1,820,000 \$1,820,000
DR06093132	Bedford Park	BRC Clearing Yard Switcher Retrofit	\$232	79.584	Total Funding: IMP 2009	\$2,925,000 \$2,925,000
					IMP 2010	\$0
					IMP 2011	\$0
DR13093142	Franklin Park	Indiana Harbor Belt Railroad Switcher Engine Retrofit	\$403	7.705	Total Funding: IMP 2009	\$2,763,150 \$2,763,150
DR13093149	Cook County Dept of Environmental Control	Cook County Fleet Diesel Retrofit	\$31	5.890	Total Funding: IMP 2009	\$633,873 \$633,873
DR13093150	IEPA	Chicago Area Diesel Retrofit Program	\$111	3.527	Total Funding: IMP 2009	\$1,000,000 \$1,000,000
DR13093151	Pace	Bus Diesel Engine Retrofits	\$130	11.560	Total Funding: IMP 2009	\$4,548,080 \$4,548,080
DR13093182	IDOT	IDOT Maintenance Fleet Emissions Reduction	\$821	0.990	Total Funding: IMP 2009	\$800,000 \$800,000
Intersection Improvement						
II03093129	IDOT	IL 59/Sutton Rd between N and S Ramp at US 20/Lake St	\$6,532	0.030	Total Funding: ENG-1 2009	\$792,000 \$48,000
					ROW 2010	\$40,000
					ENG-2 2010	\$64,000
					CONST 2011	\$640,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
II03093137	IDOT	IL 19/Irving Park Rd at Barrington Rd	\$105	0.785	Total Funding:	\$336,000
					ENG-1 2009	\$16,000
					ENG-2 2010	\$20,000
					ROW 2010	\$100,000
					CONST 2011	\$200,000
II03093144	IDOT	I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd	\$303	0.304	Total Funding:	\$376,000
					ENG-1 2009	\$24,000
					ENG-2 2009	\$32,000
					CONST 2010	\$320,000
II04093180	IDOT	US 12/45/Mannheim Rd at Lawrence Ave	\$605	0.203	Total Funding:	\$580,000
					ENG-1 2009	\$32,000
					ROW 2010	\$72,000
					ENG-2 2010	\$36,000
					CONST 2011	\$440,000
II06093123	IDOT	104th Ave/Flavin Rd at 95th St	\$2,972	0.208	Total Funding:	\$2,520,000
					ENG-1 2009	\$160,000
					ROW 2010	\$160,000
					ENG-2 2010	\$200,000
					ENG, CONST 2011	\$2,000,000
II08093060	DuPage County DOT	55th St at Cass Ave	\$1,725	0.274	Total Funding:	\$1,847,000
					ENG-2, CONST 2009	\$140,000
					CONST 2010	\$1,707,000
II08093119	IDOT	US 34 at Pasquinelli Dr	\$523	0.141	Total Funding:	\$300,000
					ENG-1 2009	\$16,000
					ROW 2010	\$64,000
					ENG-2 2010	\$20,000
					ENG, CONST 2011	\$200,000
II08093120	IDOT	IL 59 at North Aurora Rd	\$137	0.250	Total Funding:	\$140,000
					ENG-1 2009	\$8,000
					ENG-2 2010	\$12,000
					ENG, CONST 2011	\$120,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
II09093065	Kane County DOT	Huntley Rd at Galligan Rd	\$3,611	0.111	Total Funding:	\$1,522,800
					ENG-1 2009	\$80,000
					ENG-2 2010	\$96,000
					ROW 2011	\$400,000
					ENG, CONST 2012	\$946,800
II10093059	Lake County DOT	Hunt Club Rd at Wadsworth Rd	\$4,044	0.098	Total Funding:	\$936,000
					CONST 2009	\$936,000
II10093147	IDOT	IL 176/Liberty St at Fairfield St	\$3,791	0.036	Total Funding:	\$552,000
					ENG-1 2009	\$32,000
					ENG-2 2010	\$40,000
					ROW 2010	\$80,000
					CONST 2011	\$400,000
II10093152	IDOT	US 12/Rand Rd at Bonner Rd	\$3,099	0.022	Total Funding:	\$276,000
					ENG-1 2009	\$16,000
					ROW 2010	\$40,000
					ENG-2 2010	\$20,000
					CONST 2011	\$200,000
II10093154	IDOT	IL 137/Buckley Rd at O'Plaine Rd	\$1,486	0.046	Total Funding:	\$276,000
					ENG-1 2009	\$16,000
					ENG-2 2010	\$20,000
					ROW 2010	\$40,000
					CONST 2011	\$200,000
II10093179	IDOT	US 45 at Gages Lake Rd	\$177	0.383	Total Funding:	\$276,000
					ENG-1 2009	\$16,000
					ENG-2 2010	\$20,000
					ROW 2010	\$40,000
					CONST 2011	\$200,000
II10093181	Lake County DOT	Hunt Club Rd at Millburn Rd	\$8,465	0.064	Total Funding:	\$1,444,000
					CONST 2009	\$1,444,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
II10093197	IDOT	US 14/Northwest Hwy at Kelsey Rd	\$7,796	0.009	Total Funding: ENG-1 2009 ROW 2010 ENG-2 2010 CONST 2011	\$276,000 \$16,000 \$40,000 \$20,000 \$200,000
II11093195	IDOT	IL 47 from IL 176 South Junction to IL 176 North Junction	\$2,343	0.052	Total Funding: ENG-1 2009 ENG-2 2010 ROW 2010 CONST 2011	\$500,000 \$32,000 \$36,000 \$72,000 \$360,000
Other						
OT01093186	CDOT	Traffic Management Center Integrated Corridor Management	\$35	21.145	Total Funding: ENG, IMP 2009	\$1,520,000 \$1,520,000
OT13093189	Pace	Expand I-Go Car Sharing Regionwide	\$109	13.943	Total Funding: IMP 2009	\$1,000,000 \$1,000,000
Pedestrian						
BP06093100	Palos Park	80th Ave from 121st St to 123rd St	\$1,134	0.010	Total Funding: ENG-2, CONST 2009	\$107,200 \$107,200
BP10093116	Round Lake Beach	Various Sidewalks Round Lake Beach	\$1,145	0.057	Total Funding: CONST 2009	\$491,820 \$491,820
BP10093117	Buffalo Grove	Dundee Rd Sidewalk	\$228	0.237	Total Funding: ENG-1, ENG-2 2009 CONST 2010	\$520,169 \$64,000 \$456,169
BP12093105	Lockport	IL 7/9th St from Lincoln St to Farrell Rd	\$2,584	0.014	Total Funding: CONST 2009	\$319,000 \$319,000
Signal Interconnect						
SI07093092	IDOT	Harlem Ave from Oak Park Ave to St Francis Rd/Cox Ave	\$380	0.093	Total Funding: CONST 2009	\$136,000 \$136,000
SI08093027	DuPage County DOT	75th St from Ranch View Dr to Woodward Ave	\$449	0.318	Total Funding: ENG-2, CONST 2009	\$584,000 \$584,000
SI08093033	DuPage County DOT	County Farm Rd/Army Trail Rd from Schick Rd/Green Rd to Birchbark Tr/84 Ct	\$837	0.194	Total Funding: CONST 2009	\$542,000 \$542,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
SI09093051	Elgin	Kimball St and National St from State St to Dundee Ave/Villa St	\$273	0.104	Total Funding: CONST 2009	\$103,200 \$103,200
SI09093054	Batavia	IL 31 and Wilson St from Main St to IL 25	\$25,409	0.016	Total Funding: ENG-2 2009 CONST 2010	\$88,000 \$88,000 \$0
SI09093074	IDOT	US 20 from Plank Rd/Coombs Rd to Nesler Rd	\$1,034	0.051	Total Funding: CONST 2009	\$200,000 \$200,000
SI09093077	Kane County DOT	Orchard Rd from Randall Rd to Rochester Dr	\$187	0.710	Total Funding: ENG-2 2009 CONST 2010	\$540,400 \$56,000 \$484,400
SI09093078	Kane County DOT	Randall Rd from Dean St to Main St	\$260	0.756	Total Funding: ENG-2 2009 CONST 2010	\$801,500 \$80,000 \$721,500
SI09093080	Kane County DOT	IL 64 from Randall Rd to Burlington Rd	\$1,186	0.287	Total Funding: ENG-2 2009 CONST 2010	\$1,389,000 \$240,000 \$1,149,000
SI09093081	IDOT	Main St from 8th St to 5th St	\$757	0.085	Total Funding: CONST 2009	\$248,000 \$248,000
SI10093048	Lake County DOT	Rollins Rd from US 12 to Lotus Dr	\$192	1.721	Total Funding: CONST 2009 ENG-2 2009	\$1,348,000 \$1,212,800 \$135,200
SI10093050	Lake County DOT	IL 83 from US 45 to Westmoreland Dr	\$815	0.133	Total Funding: CONST 2009 ENG-2 2009	\$441,600 \$397,600 \$44,000
SI11093082	IDOT	Richmond Rd from Johnsborg Rd to Blake Rd	\$1,070	0.084	Total Funding: CONST 2009	\$344,000 \$344,000
SI12093083	IDOT	Baltimore St & Water St from First St to Kahler Rd	\$269	0.124	Total Funding: CONST 2009	\$128,000 \$128,000
SI12093093	Bolingbrook	Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr	\$737	0.179	Total Funding: CONST 2009	\$178,000 \$178,000
Transit Facility Improvement						
TI01093155	CDOT	Morgan St Station-Green/Pink Lines	\$2,086	1.067	Total Funding: CONST 2009	\$8,000,000 \$8,000,000

Project ID	Sponsor	Description	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Phase/ Fiscal Year	CMAQ Funding
TI02093157	Evanston	Yellow Line Infill Stations Engineering Feasibility Study	\$361	0.888	Total Funding: ENG-1 2009	\$220,000 \$220,000
Transit Service and Equipment						
TI01093165	CTA	New Bus Service between Navy Pier and Museum Campus	\$1,793	1.485	Total Funding: IMP 2009	\$183,000 \$183,000
TI01093166	CTA	#125 Water Tower Express Midday and Weekend Service	\$2,327	0.903	Total Funding: IMP 2009	\$523,000 \$523,000
TI01093167	CTA	111th St and 115th St Split Route Service	\$4,390	0.367	Total Funding: IMP 2009	\$400,000 \$400,000
TI01093168	CTA	#152 Addison Weekend Evening Service	\$1,225	1.648	Total Funding: IMP 2009	\$143,000 \$143,000
TI01093175	CTA	Express Bus #X9 Ashland Express - Year 3 (203.005)	\$5,732	3.723	Total Funding: IMP 2009	\$1,500,000 \$1,500,000
TI01093177	CTA	#X49 Western Express Bus-Weekend Service	\$1,507	5.488	Total Funding: IMP 2009	\$705,000 \$705,000
TI02093176	CTA	CTA Yellow Line Rail Branch-Weekend Service Year 2	\$1,052	6.709	Total Funding: IMP 2009	\$318,400 \$318,400
Transit Transfer						
TI01093178	CDOT	Union Station Transportation Center	\$1,071	0.728	Total Funding: ROW 2009	\$5,544,000 \$4,720,000
					ENG-2 2009	\$412,000
					ENG-1 2009	\$412,000
					CONST 2010	\$0
80 total projects				CMAQ Program Total (FFY 2009 program items only):		
				208.632		\$63,400,607

MEMORANDUM

To: CMAQ Project Selection Committee

Date: September 4, 2008

From: Doug Ferguson, Associate Planner; Ross Patronsky, Senior Planner;

Re: CMAQ Project Change Requests

Three projects being recommended for withdrawal of CMAQ funding. These withdrawals will result in a decrease of \$236,692 in the federal amount programmed.

Oak Forest – Police Bicycle Patrol Program (TIP 07-96-0017)

This project was originally programmed for \$8,692 federal in FY 1995. No funds have been obligated, and contacts with the sponsor did not succeed in finding anyone who was aware of the project. A letter was sent to the sponsor in August advising them that the project would be brought to this meeting with a recommendation to withdraw the CMAQ funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider withdrawing the CMAQ funds (\$8,692 federal) programmed to Oak Forest – Police Bicycle Patrol Program (TIP 07-96-0017).**

Glenview – Techny Trail-Golf Road Overpass (TIP 02-94-0029)

The project was approved as part of the FY 2002 CMAQ program for \$350,000 (\$200,000 federal) for construction. \$192,000 was obligated in 2004, but the Village advised the Committee in May, 2007 that it would be unable to build the project. At that time Glenview requested that it be permitted to use the funds instead to help fund construction of another portion of the Techny Trail. The Committee declined to approve the reprogramming directly.

Since then, several attempts have been made to have Glenview formally withdraw the project. Glenview has declined, indicating that it would still like to use the funds for other parts of the Techny Trail. A letter was sent to the sponsor in August advising them that the project would be brought to this meeting with a recommendation to withdraw the CMAQ funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider withdrawing the unexpended CMAQ funds (up to \$200,000 federal) programmed to Glenview – Techny Trail-Golf Road Overpass (TIP 02-94-0029).**

River Forest – Lake St. at Lathrop Ave (TIP ID 04-06-0035)

This project was originally programmed for \$28,000 federal in FY 2007. No funds have been obligated, and the sponsor failed to meet the June deadline to submit a request to IDOT to initiate the project. At the July 10 CMAQ Project Selection Committee meeting, the Planning Liaison for the North Central Council of Mayors indicated that River Forest did not wish to pursue the project. A letter was sent to the sponsor in August advising them that the project would be brought to this meeting with a recommendation to withdraw the CMAQ funding.

Recommendation to the CMAQ Project Selection Committee:

- **Consider withdrawing the CMAQ funds (\$28,000 federal) programmed to River Forest – Lake St. at Lathrop Ave (TIP ID 04-06-0035).**

Proposed CMAP Regional Indicators
(Transportation-Related)
Version 3

= Indicators in other Themes
 = Data inventory indicators

Category	Subcategory	Data Set	Rating	Positive Direction
1 System Reliability	1.1 Highway <i>Planning Time Index: Ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time.</i>	<i>Detector Data (Mobility Monitoring Program)</i>	1	Down
	1.2 Transit <i>on-time performance</i>	RTA	3	Up
	1.3 Aviation <i>on-time performance</i>	BTS	3	Up
	1.4 Inter-Regional Rail <i>on-time performance</i>	Amtrak	3	Up
2 System Operations	2.1 Highway Congested Hours <i>The average number of hours during specific time periods in which at least 20% of the vehicle-miles of travel on instrumented road network is congested. Congestion is defined to occur when link speeds are less than 50 mph.</i>	<i>Detector Data (Mobility Monitoring Program)</i>	1	Down
	2.2 Highway Travel Time Index <i>Ratio of the average peak period travel time as compared to a free flow travel time.</i>	<i>Detector Data (Mobility Monitoring Program)</i>	1	Down
	2.3 Passenger Trips per Capita <i>Number of unlinked passenger trips divided by the population for the six county service area</i>	RTA	2	Up
	2.4 Passenger Miles per Vehicle Revenue Hour <i>Number of unlinked passenger miles divided by the hours that a vehicle is in service, including layover / recovery time, but excluding deadhead time.</i>	RTA	2	Up
	2.5 Freight Travel Time <i>Rail travel time averages and variations across region for intermodal containers and average peak and offpeak travel time for trucks in freight significant corridors</i>	<i>Trucking Industry or Waybill Data/Detector Data (Mobility Monitoring Program)</i>	1	Down
	2.6 At-Grade Highway-Rail Grade Crossing Delay <i>Vehicle-minutes of delay for at-grade crossings/length of time for traffic to recover</i>	ICC/IHIS	1	Down
3 System Accessibility	3.1 Pedestrian Environment <i>Weighted pedestrian environment factor</i>	CMAP	2	Up
	3.2 Transit Connectivity Index <i>Measure developed by CNT using bus and train system route and service data to estimate the quality of transit in proximity to a census tract</i>	CNT	1	Up
	3.3 Transit Oriented Development <i>% of population within quarter mile of transit</i>	American Community Survey/CMAP	1	Up
	3.4 Walkability/Bikeability <i>Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS). Based on field research by Landis et al quantifying the perceived comfort level of both on-road cyclists and pedestrians along the road. Early results of CMAP research indicate strong relationship between PLOS and pedestrian crash rates.</i>	IDOT/County Data	1	A = Best

Proposed CMAP Regional Indicators
(Transportation-Related)
Version 3

4 Travel Choices	4.1 Inter-Regional Destinations Served by Distance # of destinations served by distance intervals for air (non-stop)/inter-region rail/inter-region bus	Published Schedules	2	Up
	4.2 VMT per Capita Average vehicle miles traveled per person	IDOT/CMAP	1	Down
	4.3 Mode Share % of work trips by mode * As data becomes available this will change from work trips to all trips	American Community Survey *Regional surveys	1	Lower Single-Occupant Auto Share
	4.4 Auto Ownership Average number of vehicles per hhs	American Community Survey	1	Down
	4.5 Percent of Truck Volumes Occurring Off-Peak Vehicle Classification by Time-of-Day	Mobility Technologies or I-Pass Vehicle Classification by Time-of-Day	1	Up
5 System Maintenance	5.1 Road Condition/Rating System Condition Rating. International Roughness Index % above 170 (poor)	Illinois Highway Information System	1	Down
	5.2 Bridge Condition Bridge Condition Rating. % Structurally deficient or functional obsolete (poor)	National Bridge Inventory	1	Down
	5.3 Transit Maintenance Percent of assets in good condition per the FTA	RTA	3	Up
	5.4 Road Condition to Intermodal Facilities Condition Rating for National Highway System Intermodal Connectors	IDOT	1	Down
6 System Investment	6.1 Program Accomplishment/System Investment % of Annual Element Accomplished, by Agency and Funding Program and transit capital program implementation	For the Record, Transportation Improvement Program / RTA	1	Up
	6.2 Transportation Energy Consumption Per Capita Average amount of energy a person consumed for transportation purposes in the region	BTS	3	Down
7 System Safety	7.1 Crash Rate Per Capita / VMT # of crashes per person and per vehicle mile traveled by crash severity and mode	Crash Reports/IDOT/American Community Survey	1	Down
8 Mobility for People with Disabilities	8.1 % Transit ADA % of rolling stock/stations ADA compliant	RTAMS	3	Up
	8.2 Senior and Para Transit Trips # or percent of public transit trips made by seniors and persons with disabilities	RTA	3	Up
9 Other Themes	9.1 Safe Routes to School Communities with Safe Routes to School Programs or plans	IDOT	1	Up
	9.2 Trails Plan Implementation % of regional trails plan complete	CMAP	1	Up
	9.3 Transit Access # and % of housing units considered accessible to transit based on CNT definition	CNT database	1	Up
	9.4 Emissions (pressure/threat) Annual air emissions	Tabulate IEPA Annual Air Emissions reports or use SIP info	3	Down
	9.5 ADA Transition Plan Compliance Governments with more than 50 employees must develop and implement transition plans to comply with the Americans with Disabilities Act and the Rehabilitation Act.	Survey of All Agencies and Most Municipalities	1	High Compliance Rate
	9.6 Incident Response Incident response time	OEMC/IDOT/Tollway	1	Down
	9.7 Station-Area TOD Plans Percent of rail stations with adopted transit-oriented station-area development plans that are being actively implemented	Municipal Surveys / RTA	1	Up

Proposed CMAP Regional Indicators
(Transportation-Related)
Version 3

10 Data Inventory	10.1 Transportation Cost <i>Transportation adjusted housing cost</i>	<i>Housing + Transportation Affordability Index (CNT)</i>	1	Down
	10.2 Average Commute Time <i>Average commute time by mode</i>	<i>American Community Survey</i>	1	Down
	10.3 Environment <i>Air pollution / quality</i>	<i>Iplan Indicator 6.01</i>	3	Down
	10.4 Municipal Evacuation Plans/Capacity <i>Established, funded department of Emergency management or preparedness at various levels of government; Per capita funds allocated and/or received for emergency/disaster planning and preparedness</i>	<i>Municipal, county and state emergency management plans</i>	2	Up

Civic Involvement and Human Relations

Category	Subcategory	Indicator	Groups proposing
Civic Participation	1.1 Voting and Elections	% of population, aged 18+ that is registered to vote	Civic Involvement and Human Relations
	1.1 Voting and Elections	% of registered voters voting in the last federal election	Civic Involvement and Human Relations
	1.1 Voting and Elections	Voter turnout, by race	Civic Involvement and Human Relations
	1.1 Voting and Elections	Level of polarized/crossover voting	Civic Involvement and Human Relations
	1.2 Minority Leadership	Percentage of minority representation in elected and appointed public positions (and the regional legislatures)	Civic Involvement and Human Relations
	1.2 Regional Cultural Diversity	Expressions of Chicago's regional diversity (demographics; languages spoken; diversity of civic leaders)	Culture
	1.3 Availability of Information	* Average daily paid circulation (per what?)	Civic Involvement and Human Relations
	1.3 Availability of Information	Dissemination of arts and cultural information—publications, journals, media coverage, etc.	Culture
	1.4 Campaign Contributions	# of campaign contributions per capita by ZIP	Civic Involvement and Human Relations
	1.5 Citizenship	% non-citizen	Civic Involvement and Human Relations
Community Participation	2.1 Organizational	\$ of dollars contributed to 501(c)(3) divided by aggregate gross income	Civic Involvement and Human Relations, Culture
	2.2 Public Facilities	number of selected public facilities per capita (schools, municipal, libraries and others TBD) by tract	Civic Involvement and Human Relations
	2.3 Organizational	Presence of nonprofit (501c3) arts and culture organizations per 1,000	Civic Involvement and Human Relations, Culture
Equity	3.1 Transportation	...see Transportation tab for multiple indicators	Transportation
	3.2 Housing	...see Housing tab for multiple indicators	Housing
	3.3 Economic	...see Economic tab for multiple indicators	Economic
	3.4 Reinvestment	...see Reinvestment tab for multiple indicators	Reinvestment
	3.5 Safety and Security	...see Safety and Security tab for multiple indicators	Safety and Security
	3.6 Education	...see Education tab for multiple indicators	Education
Social Capital	4.1 Self-Assessment	Proportion of persons satisfied with their quality of life	Health
	4.2 Social Capital	Social capital indicators TBD, may include measures such as the following:	Civic Involvement and Human Relations
	4.2 Social Capital	Child support payments	Civic Involvement and Human Relations
	4.2 Social Capital	Linguistic isolation	Civic Involvement and Human Relations
	4.2 Social Capital	Local commissions on human relations	Civic Involvement and Human Relations

Culture				
Category		Subcategory	Indicator	Groups proposing
Cultural Vitality	1.1	Opportunities for Cultural Participation	Presence of nonprofit (501c3) arts and culture organizations per 1,000	Culture, Civic Involvement and Human Relations
	1.2	Opportunities for Cultural Participation	Number of jobs in nonprofit (501c3), public and commercial arts establishments in relation to all employment	Culture
	1.3	Opportunities for Cultural Participation	Presence of informal arts and culture opportunities	Culture
	1.4	Opportunities for Cultural Participation	Participation in nonprofit (501c3) arts and culture events	Culture
	1.5	Opportunities for Cultural Participation	Presence of arts and education in public schools (K-12) (i.e. presence of each discipline in schools; tracking the number of hours dedicated to the arts; number of certified arts specialists who deliver arts curriculum; Number of children/youth in after-school activities	Culture
	1.6	Opportunities for Cultural Participation	Post secondary arts education data (number of institutions, classes or participants)	Culture
	1.7	Opportunities for Cultural Participation	Dissemination of arts and cultural information—publications, journals, media coverage, etc.	Culture
Cultural Vitality	2.1	Support for cultural activities	\$ of dollars contributed to 501(c)(3) divided by aggregate gross income	Culture, Civic Involvement and Human Relations
	2.2	Support for cultural activities	Support for for-profit arts and culture enterprises	Culture
	2.3	Support for cultural activities	Participation in informal arts and cultural activities	Culture
	2.4	Support for cultural activities	Participation in for-profit arts and culture enterprises	Culture
	2.5	Support for cultural activities	Support for informal arts and cultural activities	Culture
	2.6	Support for cultural activities	Percent for art program, measuring public art availability	Culture
Cultural Vitality	3.1	Regional Cultural Diversity	Expressions of Chicago's regional diversity (demographics; languages spoken; Diversity of civic leaders;	Culture
	3.2	Regional Cultural Diversity	Promoting protection and preservation of historic landmarks	Culture
	3.3	Regional Cultural Diversity	Growth in cultural tourism, measured by the number of attendees who live outside the region.	Culture
Other	4.1	Sports and Recreation	Other Sports and Recreation Indicators TBD	Culture

Economic Competitiveness

Category	Subcategory	Indicator	Groups proposing
Income	1.1 Household	Median household income	Economic, Workforce
	1.1 Individual	Average wages by industry and occupation	Workforce
	1.2 Poverty	Percent of population in poverty, extreme poverty, and 200% of poverty level	Economic, Health, Food
	1.2 Poverty	Percent of population receiving food stamps	Workforce, Food
	1.3 Cost of Living	Cost of Living Index (COLI)	Economic, Workforce
Workforce	2.1 Employment	Employment and unemployment rate	Economic, Workforce
	2.1 Jobs per capita	Jobs per capita	Workforce
	2.1 Arts-related jobs	Number of jobs in nonprofit (501c3), public and commercial arts establishments in relation to all employment	Culture
	2.2 Participation	Rate of workforce participation	Workforce, Human Relations, Health
	2.3 Workforce Development	Placeholder for efficacy of workforce development program.	Economic
	2.4 Workforce Development	Number of jobs created or retained as a result of state economic development subsidy	Workforce
	2.5 Education	...see Education tab for multiple indicators	Education
Assets	3.1 Property	Commercial vacancy rate	Economic
	3.2 New Construction	Number of commercial building permits issued	Economic
	3.3 Agricultural land	Acres of land in farms	Economic, Land Use, Food
	3.4 Water	Use of deep bedrock aquifer and Lake Michigan	Environment
	3.4 Water	Gallons of water used daily per capita by industrial, commercial, agricultural and residential per county or watershed	Environment
	3.5 Housing	...see Housing tab for multiple indicators	Housing
	3.6 Transportation	...see Transportation tab for multiple indicators	Transportation
	3.7 Land Use and Development	...see Reinvestment tab for multiple indicators	Land Use
Business Environment	4.1 Private Investment	Total number of private business loans	Economic
	4.1 Private Investment	Business loans made to minorities	Human Relations
	4.2 Taxing	MSA Rank in Corporate Tax Burden	Economic
	4.3 Productivity	Gross Regional Product	Economic
	4.4 Entrepreneurialism	# and % of small businesses started and retained after 2 years	Economic
	4.4 Entrepreneurialism	Small business ownership by minorities	Human Relations
	4.5 Import/Export	Value (\$) of goods exported annually vs. value (\$) of goods imported annually	Economic

Category	Subcategory	Indicator	Groups proposing
Other	5.1 Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic
	5.2 Higher Education	Degrees conferred by gender, race, national origin, type of institution, level of instruction, and type of degree	Education
	5.2 Higher Education	Degrees awarded (% in technology-related fields)	Economic
	5.3 Innovation	Number of patents secured by Chicago MSA	Economic
	5.4 Energy	Energy consumption and source by sector	Environment, Transportation
	5.5 Electronic/ Communications	Number or % of zipcodes reporting one or fewer broadband carriers	Land Use
	5.5 Electronic/ Communications	% Zipcodes with One Broadband Carrier with 50%+ non WNH population or Low Income	Land Use
	5.6 Organizational	\$ of dollars contributed to 501(c)(3) divided by aggregate gross income	Civic Involvement, Culture

Education

Category	Subcategory	Indicator	Groups proposing
Quality of Opportunities	1.1 K-12	Percent of classes taught by highly qualified teachers	Education
	1.1 K-12	Race/ethnicity of educators at K-12 institutions	Education
	1.2 K-12	Number of support staff and staff specialists (including librarians, guidance counselors, administrative and support) per student	Education
	1.3 K-12	Class size in urban and suburban schools	Education
	1.4 Early Childhood	% of EC teachers with a BA degree and specialized training in EC	Education
	1.5 Higher Education	High school's Advanced Placement course offerings	Education
	1.6 After School Programming	Total number of students served by before and after school programs	Education
	1.7 Cultural Opportunities	Presence of arts and education in public schools (K-12) (i.e. presence of each discipline in schools; tracking the number of hours dedicated to the arts; number of certified arts specialists who deliver arts curriculum; Number of children/youth in after-school activities	Culture
	1.7 Cultural Opportunities	Post secondary arts education data (number of institutions, classes or participants)	Culture
Educational Outcomes	2.1 K-12	Percentage of students meeting or exceeding state standards in ISAT (overall performance)	Education
	2.2 K-12	Percent of students that meet or exceed standards in reading	Education
	2.3 K-12	ACT scores	Education
	2.4 K-12	Graduation and dropout rate	Education, Health, Human Relations
	2.5 Higher Education	Degrees conferred by gender, race, national origin, type of institution, level of instruction, and type of degree	Education
	2.5 Higher Education	Degrees awarded (% in technology-related fields)	Economic
	2.5 Higher Education	Average graduation rate of 4-year higher education institutions	Education
	2.6 Educational attainment	Educational attainment	Workforce, Human Relations
Enrollment/Attendance	3.1 K-12	Student enrollment in public elementary and secondary schools	Education, Workforce
	3.2 Early Childhood	% of eligible students (different age classes between 0 and 5) enrolled in funded Head Start, Early Head Start, and other programs (multiple breakdowns)	Education
	3.3 Higher Education	Enrollment by level of instruction, type of institution, gender, race, and nature of enrollment (dual-enrollments)	Education, Human Relations
Funding/Cost	4.1 K-12	Disparities in per-pupil spending	Education
	4.1 K-12	Breakdown of racially identifiable schools by district spending and school spending	Human Relations
	4.2 Higher Education	Percent of students receiving financial aid (by type of aid, source of aid, and amount of aid)	Education

Category	Subcategory	Indicator	Groups proposing
Workforce	5.1 Workforce Development	Adult literacy rate (including ESL)	Workforce
	5.2 Workforce Development	Adult numeracy rate	Workforce
	5.3 Workforce Development	Number of institutions offering certification OR certification-seeking adult enrollment in educational institutions	Workforce
	5.4 Workforce Development	Placeholder for efficacy of workforce development program.	Economic

Environment and Natural Resources

Category	Subcategory	Indicator	Groups proposing
Air	1.1 Quality	Good air quality days per year	Environment, Health
	1.2 Emissions	Annual air emissions	Environment
	1.3 Stewardship	Participation in clean air programs	Environment
Water	2.1 Ambient Water Quality	Number of impaired miles or assessment units (streams, inland lakes, Lake Michigan) over time.	Environment
	2.1 Ambient Water Quality	% of beach days with closure per year	Environment
	2.2 Stewardship	Number of watershed groups and number of plans that meet Nine Elements	Environment
	2.3 Demand and Supply of Drinking Water	Use of deep bedrock aquifer and Lake Michigan	Environment
	2.3 Demand and Supply of Drinking Water	Gallons of water used daily per capita by industrial, commercial, agricultural and residential per county or watershed	Environment
	2.4 Development	% of parcels located within FPA boundaries	Land Use
Waste	3.1 Pressure/Threat	Amount of municipal solid waste landfilled, recycled, composted	Environment
Land	4.1 Open space	Acres of non-urbanized land	Land Use
	4.2 Access to open space	Proximity to open space parcels	Environment
	4.3 Agriculture	Acres of land in farms	Economic, Land Use, Food
	4.4 Brownfields	Number of potential brownfield parcels	Land Use
	4.4 Brownfields	Annual number of brownfield sites for which NFR letters have been issued	Land Use
	4.4 Brownfields	% of brownfield acres in tracts with low-income or minority population	Land Use
Energy	5.1 Consumption by Source	Energy consumption and source by sector	Environment, Transportation
	5.2 Housing Energy Use	Number of energy efficient homes	Housing
	5.3 Transit Oriented Development	% of population and jobs with access to transit	Transportation, Housing, Land Use
	5.3 Transportation	...see Transportation tab for multiple indicators	Transportation
Climate Change	6.1 Pressure/Threat	GHG emissions by sector and county for current year	Environment
Biodiversity	7.1 Quality	Bird counts (plus natural community audits, e.g., woods, grassland)	Environment
	7.1 Quality	Acreage and grade of INAI sites in NE Illinois by county and community	Environment
	7.2 Pressure/Threat	Presence of aquatic invasive species by county or HUC 8 drainage	Environment
	7.3 Response	Open space considered conservation-oriented + value of bond issues over time	Environment

Food				
Category	Subcategory		Indicator	Groups proposing
TBD	Agriculture		Acres of land in farms	Economic, Land Use and Reinvestment, Food
TBD	Poverty		Percent of population in poverty, extreme poverty, and 200% of poverty level	Economic, Health, Food
TBD	Poverty		Percent of population receiving food stamps	Workforce, Food
TBD	Hunger		Percent of population that are food insecure	Food
TBD	Hunger		Percent of population that are hungry	Food
TBD	Hunger		Ratio of population receiving services to need	Food
<i>Food and Hunger</i>	<i>5.3</i>	<i>Other</i>	<i>Other food indicators TBD</i>	<i>Health, Food</i>

Health			
Category	Subcategory	Indicator	Groups proposing
Vital Statistics	1.1 Births	Differences in the infant mortality rate by race, ethnicity, and residency in the CMAP region	Health
	1.2 Potential Life Lost	Years of potential life lost and morbidity rates by disease	Health
	1.3 Self-Assessment	Proportion of adults reporting that their general health is good to excellent	Health
	1.3 Self-Assessment	Proportion of persons satisfied with the quality of life	Health
	1.4 Other	Other vital statistics indicators TBD	Health
Morbidity and Disease	2.1 Obesity	Proportion of the population who are obese by selected age cohorts	Health
	2.2 Dental Care	Indicator TBD	Health
	2.3 Other	Other morbidity indicators TBD	Health
Social Health Factors	3.1 Poverty	Percent of population in poverty, extreme poverty, and 200% of poverty level	Economy, Health, Food
	3.1 Poverty	Percent of population receiving food stamps	Workforce, Food
	3.2 Cigarette Use	Smoker status (current, former, non-); use of smokeless tobacco (Y/N)	Health
	3.3 K-12	Graduation and dropout rate	Education, Health, Human Relations
	3.4 Workforce Development	Rate of workforce participation	Economy, Civic Involvement, Health
	3.5 Other	Other social health factor indicators TBD	Health
Environmental Health Factors	4.1 Air Quality	Good air quality days per year	Environment, Health
	4.2 Air Quality	Annual air emissions	Environment
	4.3 Ambient Water Quality	% of beach days with closure per year	Environment
	4.4 Pedestrian Environment	Weighted pedestrian environment factor	Transportation
	4.5 Walkability/Bikeability	Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS).	Transportation
	4.6 Brownfields	Number of potential brownfield parcels	Land Use
	4.6 Brownfields	Annual number of brownfield sites for which NFR letters have been issued	Land Use
	4.6 Brownfields	% of brownfield acres in tracts with low-income or minority population	Land Use

Category	Subcategory	Indicator	Groups proposing
Healthcare Opportunities	4.1 Health Insurance Coverage	Number and percent of uninsured individuals by county with breakouts by gender, race, ethnicity and income	Health
	4.2 Health Care Facilities and Professionals	Number and percent of population with access to health care	Health
	4.3 Other	Other healthcare indicators TBD	Health
Food and Hunger	5.1 Hunger	Percent of population that are food insecure	Food
	5.1 Hunger	Percent of population that are hungry	Food
	5.1 Hunger	Ratio of population receiving services to need	Food
	5.2 Other	Other food indicators TBD	Health
Other	6.1 Citizen Preparedness	Number of individuals certified in CPR/First Aid (per 100,000 population), and/or Count/Size of participants receiving training or certification and/or Number of households with disaster emergency kit/plan	Safety and Security
	6.2 Mass Care/Capacity	Amount of Emergency Shelter beds, and/or Evaluation (TBD) on whether current shelter capabilities meet/exceed standards, and/or Evaluation (TBD) on whether mass feeding capabilities meet/exceed standards, and/or Number of registered volunteers active in d	Safety and Security
	6.3 Crash Rate Per Capita / VMT	# of crashes per person and per vehicle mile traveled by crash severity and mode	Transportation
	6.4 Incident Response	Incident response time	Transportation

Housing

Category	Subcategory	Indicator	Groups proposing
Housing Stock	1.1 Transit Oriented Development	% of population and jobs with access to transit	Transportation, Housing, Land Use
	1.2 Affordable Housing	# and % of regional housing units considered affordable based on IHDA definition	Housing, Human Relations
	1.3 Subsidized Housing Units	# of project-based and individual Section-8 housing units (with breakout for expiration risk) and use of Section 8 vouchers	Housing, Human Relations
	1.4 Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic
	1.5 Mixed Use	Parcels of mixed-use development	Land Use
Supply and Demand	2.1 Deficit/Surplus by Cost	Number of units available vs. in demand by pricepoint	Housing
	2.2 Deficit/Surplus by Home Type	Number of units available vs. in demand by type of housing (<market, multifamily, single family)	Housing
	2.3 Burden	# and % of households paying $\geq 30\%$ of income on gross rent and # and % of households paying $\geq 30\%$ of income on specified owner costs	Housing
	2.4 Overcrowding	% of occupied housing units with > 1 person per room	Housing
Strength of Regional Housing Market	3.1 New Housing Starts	# of Housing Starts	Housing
	3.2 Value	Ratio of median housing value to median income	Housing
	3.3 Vacancy	# or % of vacant housing units	Housing
	3.4 Lending	Number (volume) of home purchase and refinance loans	Housing
	3.5 Foreclosure	Number of foreclosures and/or as a % of total housing units	Housing
	3.5 Foreclosure	# of non-subprime mortgages approved for African American, Latino or Low Income Households	Housing
Other	4.1 Energy consumption	Energy consumption and source by sector	Environment, Transportation
	4.2 Energy efficiency	Number of energy efficient homes	Housing
	4.3 Innovation	% of municipalities employing identified innovations in housing policy	Housing
	4.3 Innovation	% of municipalities employing identified innovations in land use regulation	Land Use
	4.4 Equity	Residential patterns of segregation in housing in the region	Human Relations

Reinvestment and Land Use

Category	Subcategory	Indicator	Groups proposing
Development Potential and Location	1.1 Infill	Acres of infill potential	Land Use
	1.1 Infill	Acres of converted infill potential	Land Use
	1.2 Brownfields	Number of potential brownfield parcels	Land Use
	1.2 Brownfields	Annual number of brownfield sites for which NFR letters have been issued	Land Use
	1.2 Brownfields	% of brownfield acres in tracts with low-income or minority population	Land Use
	1.3 Density	Acres of dense development	Land Use
	1.4 Mixed Use	Parcels of mixed-use development	Land Use
	1.5 Transit Oriented Development	% of population and jobs with access to transit	Land Use, Transportation, Housing
	1.6 Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic
Investment	2.1 Public	Value of public investment in infill and brownfield development	Land Use
	2.1 Private	Value of private lending for infill and brownfield development	Land Use
	2.2 Property	Commercial vacancy rate	Economic
	2.3 New construction	Number of commercial building permits issued	Economic
Infrastructure	3.1 Water	% of parcels located within FPA boundaries	Land Use
	3.2 Electronic/ Communications	Number or % of zipcodes reporting one or fewer broadband carriers	Land Use
	3.2 Electronic/ Communications	% Zipcodes with One Broadband Carrier in minority or low-income areas	Land Use
	3.3 Public Facilities	Number of selected public facilities per capita (schools, municipal, libraries and others TBD) by tract	Civic Involvement and Human Relations
	3.4 Historic Preservation	Protection and preservation of historic landmarks	Culture
	3.5 Housing	...see Housing tab for multiple indicators	Housing
	3.6 Transportation	...see Transportation tab for multiple indicators	Transportation
Land and Water Preservation	4.1 Open space	Acres of non-urbanized land	Land Use
	4.2 Access to open space	Proximity to open space parcels	Environment
	4.3 Agriculture	Acres of land in farms	Economic, Land Use, Food
	4.4 Natural areas	Open space considered conservation-oriented + value of bond issues over time	Environment
	4.5 Ambient Water Quality (state)	Number of impaired miles or assessment units (streams, inland lakes, Lake Michigan) over time.	Environment
	4.6 Demand and Supply of Drinking Water	Use of deep bedrock aquifer and Lake Michigan	Environment
	4.6 Demand and Supply of Drinking Water	Gallons of water used daily per capita by industrial, commercial, agricultural and residential per county or watershed	Environment
	4.7 Pressure/Threat	Amount of municipal solid waste landfilled, recycled, composted	Environment

Category	Subcategory	Indicator	Groups proposing
Other	5.1 Sustainability	Number of tax sales (properties that have been sold for taxes at a previous time and are about to reach the end of the redemption period)	Land Use
	5.2 Innovation	% of municipalities employing identified innovations in land use regulation	Land Use

Safety and Security			
Category	Subcategory	Indicator	Groups proposing
Crime/ Victimization	1.1 Firearm	Firearm deaths/injury	Safety and Security
	1.2 Drug	Drug abuse/drug availability	Safety and Security, Health
	1.3 Crime by Type	Reported crime (violent, property, gang violence, domestic violence, hate, against children, against elders, identity theft & fraud) per 10,000 persons	Safety and Security, Human Relations
Policing	2.1 Arrests	Arrests by crime type, adult vs. juvenile	Safety and Security
Emergency Preparedness	3.1 Citizen Preparedness	Number of individuals certified in CPR/First Aid (per 100,000 population), and/or Count/Size of participants receiving training or certification and/or Number of households with disaster emergency kit/plan	Safety and Security
	3.2 Municipal Evacuation Plans/Capacity	Established, funded department of emergency management or preparedness at various levels of government	Safety and Security
	3.3 Mass Care/Capacity	Amount of Emergency Shelter beds, and/or Evaluation on whether current shelter capabilities meet/exceed standards, and/or Evaluation on whether mass feeding capabilities meet/exceed standards, and/or Number of registered volunteers active in disaster organizations and/or Number of volunteers in private non-disaster organizations	Safety and Security
Corrections	4.1 Prison	Admissions to incarceration (adult/juvenile)per 100,000;daily population	Safety and Security
Criminal Justice System Capacity	5.1 Staffing/budgets	Number of sworn officers per 100,000 residents (or population);number of assistant state's attorneys/public defenders;judges/courthouse personnel;corrections staff	Safety and Security
	5.2 Offender Services/ Treatment Offered	Treatment(drug/mental health)	Safety and Security, Health
Courts	6.1 Court Cases	Sentences imposed vs. cases diverted from formal adjudication	Safety and Security
Transportation System Safety	7.1 Crash Rate Per Capita / VMT	# of crashes per person and per vehicle mile traveled by crash severity and mode	Transportation
	7.2 Transportation	...see Transportation tab for multiple indicators	Transportation
Other	8.1 Recidivism	Offenders returning to prison within 3 yrs	Safety and Security
	8.2 Perceptions of Safety/Security	Confirmed child abuse / neglect reports	Safety and Security, Health
	8.3 Equity	Citizen perceptions of police fairness/ non-bias	Safety and Security
	8.3 Equity	Disproportionate minority contact with crime	Safety and Security
	8.4 Innovation	Crime fighting technology (DNA samples analyzed;surveillance cameras;GPS tracking)	Safety and Security
	8.5 Incident Response	Incident response time	Transportation

Transportation			
Category	Subcategory	Indicator	Groups proposing
System Reliability	1.1 Highway	Planning Time Index: Ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time.	Transportation
	1.2 Transit	on-time performance	Transportation
	1.3 Aviation	on-time performance	Transportation
	1.4 Inter-Regional Rail	on-time performance	Transportation
System Operations	2.1 Highway Congested Hours	The average number of hours during specific time periods in which at least 20% of the vehicle-miles of travel on instrumented road network is congested. Congestion is defined to occur when link speeds are less than 50 mph.	Transportation
	2.2 Highway Travel Time Index	Ratio of the average peak period travel time as compared to a free flow travel time.	Transportation
	2.3 Transit Passenger Trips per Capita	Number of unlinked passenger trips divided by the population for the six county service area	Transportation
	2.4 Transit Passenger Miles per Vehicle Revenue Hour	Number of unlinked passenger miles divided by the hours that a vehicle is in service, including layover / recovery time, but excluding deadhead time.	Transportation
	2.5 Freight Travel Time	Rail travel time averages and variations across region for intermodal containers and average peak and offpeak travel time for trucks in freight significant corridors	Transportation
	2.6 At-Grade Highway-Rail Grade Crossing Delay	Vehicle-minutes of delay for at-grade crossings/length of time for traffic to recover	Transportation
System Accessibility	3.1 Pedestrian Environment	Weighted pedestrian environment factor	Transportation
	3.2 Transit Connectivity Index	Measure developed by CNT using bus and train system route and service data to estimate the quality of transit in proximity to a census tract	Transportation
	3.3 Transit Oriented Development	% of population and jobs with access to transit	Transportation, Housing, Land Use
	3.4 Walkability/ Bikeability	Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS).	Transportation
Travel Choices	4.1 Inter-Regional Destinations Served by Distance	# of destinations served by distance intervals for air (non-stop)/inter-region rail/inter-region bus	Transportation
	4.2 VMT per Capita	Average vehicle miles traveled per person	Transportation
	4.3 Mode Share	% of work trips by mode * As data becomes available this will change from work trips to all trips	Transportation
	4.4 Auto Ownership	Average number of vehicles per hhs	Transportation
	4.5 Percent of Truck Volumes Occurring Off-Peak	Vehicle Classification by Time-of-Day	Transportation

Category	Subcategory	Indicator	Groups proposing
System Maintenance	5.1 Road Condition/ Rating System	Condition Rating. International Roughness Index % above 170 (poor)	Transportation
	5.2 Bridge Condition	Bridge Condition Rating. % Structurally deficient or functional obsolete (poor)	Transportation
	5.3 Transit Maintenance	Percent of assets in good condition	Transportation
	5.4 Road Condition to Intermodal Facilities	Condition Rating for National Highway System Intermodal Connectors	Transportation
System Investment	6.1 Program Accomplishment/ System Investment	% of Annual Element Accomplished, by Agency and Funding Program and transit capital program implementation	Transportation
	6.2 Consumption by Source (Energy)	Energy consumption and source by sector	Environment, Transportation
System Safety	7.1 Crash Rate Per Capita / VMT	# of crashes per person and per vehicle mile traveled by crash severity and mode	Transportation
Mobility for People with Disabilities	8.1 % Transit ADA	% of rolling stock/stations ADA compliant	Transportation
	8.2 Senior and Para Transit Trips	# or percent of public transit trips made by seniors and persons with disabilities	Transportation
Other	9.1 Safe Routes to School	Communities with Safe Routes to School Programs or plans	Transportation
	9.2 Trails Plan Implementation	% of regional trails plan complete	Transportation
	9.3 Air Quality	Good air quality days per year	Environment, Health
	9.4 Emissions	Annual air emissions	Environment
	9.5 ADA Transition Plan Compliance	Governments with more than 50 employees must develop and implement transition plans to comply with the Americans with Disabilities Act and the Rehabilitation Act.	Transportation
	9.6 Incident Response	Incident response time	Transportation
	9.7 Station-Area TOD Plans	Percent of rail stations or major bus/bus rapid transit corridors covered by an adopted TOD/Station Area Plan with breakout for implementation status	Transportation
	9.8 Greenhouse Gas Emissions	GHG emissions by sector and county for current year	Environment
	9.9 Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic
	9.10 Obesity	Proportion of the population who are obese by selected age cohorts	Health

Category	Subcategory	Workforce Development	
		Indicator	Groups proposing
TBD	Household	Median household income	Economic, Workforce, Civic Involvement and Human Relations
TBD	Individual	Average wages by industry and occupation	Workforce, Civic Involvement and Human Relations
TBD	Poverty	Percent of population in poverty, extreme poverty, and 200% of poverty level	Economic, Health, Food
TBD	Poverty	Percent of population receiving food stamps	Workforce, Food
TBD	Cost of Living	Cost of Living Index (COLI)	Economic, Workforce
TBD	Employment	Employment and unemployment rate	Economic, Workforce
TBD	Jobs per capita	Jobs per capita	Workforce
TBD	Workforce Development	Placeholder for efficacy of workforce development program.	Economic
TBD	Workforce Participation	Rate of workforce participation	Workforce, Civic Involvement and Human Relations, Health, Economic
TBD	Educational Attainment	Educational attainment	Workforce, Civic Involvement and Human Relations
TBD	Workforce Development	Adult literacy rate (including ESL)	Workforce
TBD	Workforce Development	Adult numeracy rate	Workforce
TBD	Workforce Development	Number of jobs created or retained as a result of state economic development subsidy	Workforce
TBD	Workforce Development	Number of institutions offering certification OR certification-seeking adult enrollment in educational institutions	Workforce
TBD	Workforce Development	Percent of students receiving financial aid (by type of aid, source of aid, and amount of aid)	Education

id	Tab	Subcategory	Indicator	Groups proposing	Civic Involvement	Culture	Economic	Education	Environment	Food	Health	Housing	Reinvestment/ Land Use	Safety	Transportation	Workforce Development
1	Civic	Voting and Elections	% of population, aged 18+ that is registered to vote	Civic Involvement and Human Relations	R											
1.1	Civic	Voting and Elections	% of registered voters voting in the last federal election	Civic Involvement and Human Relations	R											
1.2	Civic	Voting and Elections	Voter turnout, by race	Civic Involvement and Human Relations	R											
3	Civic	Availability of Information	* Average daily paid circulation (per what?)	Civic Involvement and Human Relations	R											
3.1	Culture	Opportunities for Cultural Participation	Dissemination of arts and cultural information—publications, journals, media coverage, etc.	Culture		R										
4	Civic	Campaign Contributions	# of campaign contributions per capita by ZIP	Civic Involvement and Human Relations	R											
5	Civic	Citizenship	% non-citizen	Civic Involvement and Human Relations	R											
6	Civic, Culture, Economic	Support for cultural activities	\$ of dollars contributed to 501(c)(3) divided by aggregate gross income	Civic Involvement and Human Relations, Culture	R	R	R									
7	Civic, Culture	Opportunities for Cultural Participation	Presence of nonprofit (501c3) arts and culture organizations per 1,000	Culture, Civic Involvement and Human Relations	R	R										
8	Civic, Land Use and Reinvestment	Public Facilities	number of selected public facilities per capita (schools, municipal, libraries and others TBD) by tract	Civic Involvement and Human Relations	R								R			
10	Health, Safety and Security	Mass Care/Capacity	Amount of Emergency Shelter beds, and/or Evaluation on whether current shelter capabilities meet/exceed standards, and/or Evaluation on whether mass feeding capabilities meet/exceed standards, and/or Number of registered volunteers active in disaster organizations and/or Number of volunteers in private non-disaster organizations	Safety and Security								R			R	
12	Civic, Health	Self-Assessment	Proportion of persons satisfied with their quality of life	Health	R							R				
15	Safety and Security	Equity	Citizen perceptions of police fairness/ non-bias	Safety and Security											R	
16	Housing	Equity	Residential patterns of segregation in housing in the region	Civic Involvement and Human Relations	R							R				
17	Civic	Minority Leadership	Percentage of minority representation in elected and appointed public positions (and the regional legislatures)	Civic Involvement and Human Relations	R											
17.1	Civic, Culture	Regional Cultural Diversity	Expressions of Chicago's regional diversity (demographics; languages spoken; diversity of civic leaders)	Culture	R	R										
18	Civic	Voting and Elections	Level of polarized/crossover voting	Civic Involvement and Human Relations	R											
21	Economic, Environment, Food, Land Use and Reinvestment	Agriculture	Acres of land in farms	Economic, Land Use and Reinvestment, Food			R		R	R			R			
22	Economic, Workforce	Household	Median household income	Economic, Workforce, Civic Involvement and Human Relations	R		R									R
22.1	Economic, Workforce	Individual	Average wages by industry and occupation	Workforce, Civic Involvement and Human Relations	R		R									R
23	Economic, Food, Health, Workforce	Poverty	Percent of population in poverty, extreme poverty, and 200% of poverty level	Economic, Health, Food			R			R		R				R
23.1	Economic, Food, Health, Workforce	Poverty	Percent of population receiving food stamps	Workforce, Food			R			R		R				R
24	Economic, Workforce	Cost of Living	Cost of Living Index (COLI)	Economic, Workforce			R									R
25	Economic, Workforce	Employment	Employment and unemployment rate	Economic, Workforce			R									R
25.1	Economic, Workforce	Jobs per capita	Jobs per capita	Workforce			R									R
25.2	Culture, Economic	Opportunities for Cultural Participation	Number of jobs in nonprofit (501c3), public and commercial arts establishments in relation to all employment	Culture		R	R									
26	Economic, Education, Workforce	Workforce Development	Placeholder for efficacy of workforce development program.	Economic			R	R								R
27	Economic, Land Use and Reinvestment	Property	Commercial vacancy rate	Economic			R						R			
28	Economic, Land Use and Reinvestment	New Construction	Number of commercial building permits issued	Economic			R						R			

29	Economic	Private Investment	Total number of private business loans	Economic	R			
29.1	Economic	Private Investment	Business loans made to minorities	Civic Involvement and Human Relations	R	R		
30	Economic	Taxing	MSA Rank in Corporate Tax Burden	Economic	R			
31	Economic	Productivity	Gross Regional Product	Economic	R			
32	Economic	Entrepreneurialism	# and % of small businesses started and retained after 2 years	Economic	R			
32.1	Economic	Entrepreneurialism	Small business ownership by minorities	Civic Involvement and Human Relations	R	R		
33	Economic	Import/Export	Value (\$) of goods exported annually vs. value (\$) of goods imported annually	Economic	R			
34	Economic, Housing, Reinvestment and Land Use, Transportation	Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic	R		R	R
36	Economic	Innovation	Number of patents secured by Chicago MSA	Economic	R			
37	Environment, Health, Transportation	Air Quality	Good air quality days per year	Environment, Health		R	R	R
38	Environment, Health, Transportation	Emissions	Annual air emissions	Environment		R	R	R
39	Environment	Stewardship	Participation in clean air programs	Environment		R		
40	Environment, Land Use and Reinvestment	Ambient Water Quality	Number of impaired miles or assessment units (streams, inland lakes, Lake Michigan) over time.	Environment		R	R	
41	Environment, Health	Ambient Water Quality	% of beach days with closure per year	Environment		R	R	
42	Environment	Stewardship	Number of watershed groups and number of plans that meet Nine Elements	Environment		R		
43	Economic, Environment, Land Use and Reinvestment	Demand and Supply of Drinking Water	Use of deep bedrock aquifer and Lake Michigan	Environment	R	R	R	
43.1	Economic, Environment, Land Use and Reinvestment	Demand and Supply of Drinking Water	Gallons of water used daily per capita by industrial, commercial, agricultural and residential per county or watershed	Environment	R	R	R	
45	Environment, Land Use and Reinvestment	Solid Waste	Amount of municipal solid waste landfilled, recycled, composted	Environment		R	R	
46	Economic, Environment, Housing, Transportation	Energy	Energy consumption and source by sector	Environment, Transportation	R	R	R	R
47	Environment, Transportation	Greenhouse Gas Emissions	GHG emissions by sector and county for current year	Environment		R		R
48	Environment	Quality	Bird counts (plus natural community audits, e.g., woods, grassland)	Environment		R		
49	Environment	Quality	Acreage and grade of INAI sites in NE Illinois by county and community	Environment		R		
50	Environment	Pressure/Threat	Presence of aquatic invasive species by county or HUC 8 drainage	Environment		R		
51	Environment, Land Use and Reinvestment	Natural areas	Open space considered conservation-oriented + value of bond issues over time	Environment		R	R	
52	Environment, Housing	Housing Energy Use	Number of energy efficient homes	Housing		R	R	
54	Housing	Affordable Housing	# and % of regional housing units considered affordable based on IHDA definition	Housing, Civic Involvement and Human Relations	R		R	
55	Housing	Subsidized Housing Units	# of project-based and individual Section-8 housing units (with breakout for expiration risk) and use of Section 8 vouchers	Housing, Civic Involvement and Human Relations	R		R	
56	Housing	Deficit/Surplus by Cost	Number of units available vs. in demand by pricepoint	Housing			R	
57	Housing	Deficit/Surplus by Home Type	Number of units available vs. in demand by type of housing (<market, multifamily, single family)	Housing			R	
58	Housing	Burden	# and % of households paying ≥ 30% of income on gross rent and # and % of households paying ≥ 30% of income on specified owner costs	Housing			R	
59	Housing	Overcrowding	% of occupied housing units with > 1 person per room	Housing			R	
60	Housing	New Housing Starts	# of Housing Starts	Housing			R	
61	Housing	Value	Ratio of median housing value to median income	Housing			R	
62	Housing	Vacancy	# or % of vacant housing units	Housing			R	
63	Housing	Lending	Number (volume) of home purchase and refinance loans	Housing			R	

64	Housing	Foreclosure	Number of foreclosures and/or as a % of total housing units	Housing				R	
64.1	Housing	Foreclosure	# of non-subprime mortgages approved for African American, Latino or Low Income Households	Housing				R	
66	Housing	Innovation	% of municipalities employing identified innovations in housing policy	Housing				R	
67	Environment, Health, Land Use and Reinvestment	Brownfields	Number of potential brownfield parcels	Land Use			R	R	R
67.1	Environment, Health, Land Use and Reinvestment	Brownfields	Annual number of brownfield sites for which NFR letters have been issued	Land Use			R	R	R
67.2	Environment, Health, Land Use and Reinvestment	Brownfields	% of brownfield acres in tracts with low-income or minority population	Land Use			R	R	R
70	Environment, Land Use and Reinvestment	Development	% of parcels located within FPA boundaries	Land Use			R		R
72	Environment, Land Use and Reinvestment	Open space	Acres of non-urbanized land	Land Use			R		R
73	Land Use and Reinvestment	Infill	Acres of infill potential	Land Use					R
73.1	Land Use and Reinvestment	Infill	Acres of converted infill potential	Land Use					R
75	Land Use and Reinvestment	Density	Acres of dense development	Land Use					R
76	Housing, Land Use and Reinvestment	Mixed Use	Parcels of mixed-use development	Land Use				R	R
77	Economic, Land Use and Reinvestment	Electronic/ Communications	Number or % of zipcodes reporting one or fewer broadband carriers	Land Use		R			R
77.1	Economic, Land Use and Reinvestment	Electronic/ Communications	% Zipcodes with One Broadband Carrier in minority or low-income areas	Land Use		R			R
78	Land Use and Reinvestment	Public	Value of public investment in infill and brownfield development	Land Use					R
78.1	Land Use and Reinvestment	Private	Value of private lending for infill and brownfield development	Land Use					R
82	Land Use and Reinvestment	Sustainability	Number of tax sales (properties that have been sold for taxes at a previous time and are about to reach the end of the redemption period)	Land Use					R
83	Housing, Land Use and Reinvestment	Innovation	% of municipalities employing identified innovations in land use regulation	Land Use				R	R
84	Transportation	Highway	Planning Time Index: Ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time.	Transportation					R
85	Transportation	Transit	on-time performance	Transportation					R
86	Transportation	Aviation	on-time performance	Transportation					R
87	Transportation	Inter-Regional Rail	on-time performance	Transportation					R
88	Transportation	Highway Congested Hours	The average number of hours during specific time periods in which at least 20% of the vehicle-miles of travel on instrumented road network is congested. Congestion is defined to occur when link speeds are less than 50 mph.	Transportation					R
89	Transportation	Highway Travel Time Index	Ratio of the average peak period travel time as compared to a free flow travel time.	Transportation					R
90	Transportation	Transit Passenger Trips per Capita	Number of unlinked passenger trips divided by the population for the six county service area	Transportation					R
91	Transportation	Transit Passenger Miles per Vehicle Revenue Hour	Number of unlinked passenger miles divided by the hours that a vehicle is in service, including layover / recovery time, but excluding deadhead time.	Transportation					R
92	Transportation	Freight Travel Time	Rail travel time averages and variations across region for intermodal containers and average peak and offpeak travel time for trucks in freight significant corridors	Transportation					R

93	Transportation	At-Grade Highway-Rail Grade Crossing Delay	Vehicle-minutes of delay for at-grade crossings/length of time for traffic to recover	Transportation				R
94	Health, Transportation	Pedestrian Environment	Weighted pedestrian environment factor	Transportation			R	R
95	Transportation	Transit Connectivity Index	Measure developed by CNT using bus and train system route and service data to estimate the quality of transit in proximity to a census tract	Transportation				R
96	Environment, Housing, Land Use and Reinvestment, Transportation	Transit Oriented Development	% of population and jobs with access to transit	Land Use, Transportation, Housing		R	R R	R
97	Health, Transportation	Walkability/Bikeability	Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS).	Transportation			R	R
98	Transportation	Inter-Regional Destinations Served by Distance	# of destinations served by distance intervals for air (non-stop)/inter-region rail/inter-region bus	Transportation				R
99	Transportation	VTM per Capita	Average vehicle miles traveled per person	Transportation				R
100	Transportation	Mode Share	% of work trips by mode * As data becomes available this will change from work trips to all trips	Transportation				R
101	Transportation	Auto Ownership	Average number of vehicles per hhs	Transportation				R
102	Transportation	Percent of Truck Volumes Occurring Off-Peak	Vehicle Classification by Time-of-Day	Transportation				R
103	Transportation	Road Condition/ Rating System	Condition Rating. International Roughness Index % above 170 (poor)	Transportation				R
104	Transportation	Bridge Condition	Bridge Condition Rating. % Structurally deficient or functional obsolete (poor)	Transportation				R
105	Transportation	Transit Maintenance	Percent of assets in good condition	Transportation				R
106	Transportation	Road Condition to Intermodal Facilities	Condition Rating for National Highway System Intermodal Connectors	Transportation				R
107	Transportation	Program Accomplishment/ System Investment	% of Annual Element Accomplished, by Agency and Funding Program and transit capital program implementation	Transportation				R
109	Health, Safety and Security, Transportation	Crash Rate Per Capita / VMT	# of crashes per person and per vehicle mile traveled by crash severity and mode	Transportation			R	R R
110	Transportation	% Transit ADA	% of rolling stock/stations ADA compliant	Transportation				R
111	Transportation	Senior and Paratransit Trips	# or percent of public transit trips made by seniors and persons with disabilities	Transportation				R
112	Transportation	Safe Routes to School	Communities with Safe Routes to School Programs or plans	Transportation				R
113	Transportation	Trails Plan Implementation	% of regional trails plan complete	Transportation				R
114	Transportation	ADA Transition Plan Compliance	Governments with more than 50 employees must develop and implement transition plans to comply with the Americans with Disabilities Act and the Rehabilitation Act.	Transportation				R
115	Health, Safety and Security, Transportation	Incident Response	Incident response time	Transportation			R	R R
116	Transportation	Station-Area TOD Plans	Percent of rail stations or major bus/bus rapid transit corridors covered by an adopted TOD/Station Area Plan with breakout for implementation status	Transportation				R
117	Education	K-12	Percentage of students meeting or exceeding state standards in ISAT (overall performance)	Education		R		
118	Education	K-12	Percent of students that meet or exceed standards in reading	Education		R		
119	Education	K-12	ACT scores	Education		R		
120	Education, Health	K-12	Graduation and dropout rate	Education, Health, Civic Involvement and Human Relations	R	R	R	
122	Economic, Education	Higher Education	Degrees conferred by gender, race, national origin, type of institution, level of instruction, and type of degree	Education		R R		
122.1	Economic, Education	Higher Education	Degrees awarded (% in technology-related fields)	Economic		R R		
122.2	Education	Higher Education	Average graduation rate of 4-year higher education institutions	Education		R		

123	Education	Early Childhood	% of eligible students (different age classes between 0 and 5) enrolled in funded Head Start, Early Head Start, and other programs (multiple breakdowns)	Education		R		
125	Education	K-12	Student enrollment in public elementary and secondary schools	Education, Workforce		R		
126	Education	Higher Education	Enrollment by level of instruction, type of institution, gender, race, and nature of enrollment (dual-enrollments)	Education, Civic Involvement and Human Relations	R	R		
128	Education	K-12	Disparities in per-pupil spending	Education		R		
128.1	Education	K-12	Breakdown of racially identifiable schools by district spending and school spending	Civic Involvement and Human Relations	R	R		
129	Education, Workforce	Higher Education	Percent of students receiving financial aid (by type of aid, source of aid, and amount of aid)	Education		R		R
131	Education	Early Childhood	% of EC teachers with a BA degree and specialized training in EC	Education		R		
132	Education	K-12	Percent of classes taught by highly qualified teachers	Education		R		
132.1	Education	K-12	Race/ethnicity of educators at K-12 institutions	Education		R		
133	Education	Higher Education	High school's Advanced Placement course offerings	Education		R		
134	Education	K-12	Number of support staff and staff specialists (including librarians, guidance counselors, administrative and support) per student	Education		R		
135	Education	K-12	Class size in urban and suburban schools	Education		R		
136	Education	After School Programming	Total number of students served by before and after school programs	Education		R		
138	Health, Safety and Security	Citizen Preparedness	Number of individuals certified in CPR/First Aid (per 100,000 population), and/or Count/Size of participants receiving training or certification and/or Number of households with disaster emergency kit/plan	Safety and Security			R	R
139	Safety and Security	Municipal Evacuation Plans/Capacity	Established, funded department of emergency management or preparedness at various levels of government	Safety and Security				R
147	Health	Self-Assessment	Proportion of adults reporting that their general health is good to excellent	Health			R	
148	Health	Births	Differences in the infant mortality rate by race, ethnicity, and residency in the CMAP region	Health			R	
154	Health	Cigarette Use	Smoker status (current, former, non-); use of smokeless tobacco (Y/N)	Health			R	
156	Health, Transportation	Obesity	Proportion of the population who are obese by selected age cohorts	Health			R	R
159	Safety and Security	Crime by Type	Reported crime (violent, property, gang violence, domestic violence, hate, against children, against elders, identity theft & fraud) per 10,000 persons	Safety and Security, Human Relations	R			R
160	Safety and Security	Arrests	Arrests by crime type, adult vs. juvenile	Safety and Security				R
161	Safety and Security	Prison	Admissions to incarceration (adult/juvenile)per 100,000;daily population	Safety and Security				R
162	Safety and Security	Recidivism	Offenders returning to prison within 3 yrs	Safety and Security				R
163	Safety and Security	Perceptions of Safety/Security	Confirmed child abuse / neglect reports	Safety and Security				R
164	Safety and Security	Staffing/budgets	Number of sworn officers per 100,000 residents (or population);number of assistant state's attorneys/public defenders;judges/courthouse personnel;corrections staff	Safety and Security				R
165	Safety and Security	Equity	Disproportionate minority contact with crime	Safety and Security				R
166	Safety and Security	Firearm	Firearm deaths/injury	Safety and Security				R
168	Safety and Security	Drug	Drug abuse/drug availability	Safety and Security, Health				R
169	Safety and Security	Offender Services/ Treatment Offered	Treatment(drug/mental health)	Safety and Security, Health				R
170	Safety and Security	Innovation	Crime fighting technology (DNA samples analyzed;surreveillance cameras;GPS tracking)	Safety and Security				R
171	Safety and Security	Court Cases	Sentences imposed vs. cases diverted from formal adjudication	Safety and Security				R
175	Food, Health	Hunger	Percent of population that are food insecure	Food		R	R	
175.1	Food, Health	Hunger	Percent of population that are hungry	Food		R	R	

175.2	Food, Health	Hunger	Ratio of population receiving services to need	Food			R	R	
179	Economic, Health, Workforce	Workforce Participation	Rate of workforce participation	Workforce, Civic Involvement and Human Relations, Health, Economic	R	R		R	R
180	Education, Workforce	Educational Attainment	Educational attainment	Workforce, Civic Involvement and Human Relations	R		R		R
181	Education, Workforce	Workforce Development	Adult literacy rate (including ESL)	Workforce			R		R
182	Education, Workforce	Workforce Development	Adult numeracy rate	Workforce			R		R
185	Economic, Workforce	Workforce Development	Number of jobs created or retained as a result of state economic development subsidy	Workforce		R			R
188	Education, Workforce	Workforce Development	Number of institutions offering certification OR certification seeking adult enrollment in educational institutions	Workforce			R		R
201	Environment, Land Use and Reinvestment	Access to open space	Proximity to open space parcels	Environment			R	R	
202	Health	Potential Life Lost	Years of potential life lost and morbidity rates by disease	Health				R	
203	Health	Health Insurance Coverage	Number and percent of uninsured individuals by county with breakouts by gender, race, ethnicity and income	Health				R	
204	Health	Health Care Facilities and Professionals	Number and percent of population with access to health care	Health				R	
205	Civic	Social Capital	Social capital indicators TBD, may include measures such as the following:	Civic Involvement and Human Relations	R				
205.1	Civic	Social Capital	Child support payments	Civic Involvement and Human Relations	R				
205.2	Civic	Social Capital	Linguistic isolation	Civic Involvement and Human Relations	R				
205.3	Civic	Social Capital	Local commissions on human relations	Civic Involvement and Human Relations	R				
207	Culture	Opportunities for Cultural Participation	Presence of informal arts and culture opportunities	Culture		R			
208	Culture	Opportunities for Cultural Participation	Participation in nonprofit (501c3) arts and culture events	Culture		R			
209	Culture, Education	Opportunities for Cultural Participation	Presence of arts and education in public schools (K-12) (i.e. presence of each discipline in schools; tracking the number of hours dedicated to the arts; number of certified arts specialists who deliver arts curriculum; Number of children/youth in after-school activities)	Culture		R	R		
210	Culture, Education	Opportunities for Cultural Participation	Post secondary arts education data (number of institutions, classes or participants)	Culture		R	R		
212	Culture	Support for cultural activities	Support for for-profit arts and culture enterprises	Culture		R			
213	Culture	Support for cultural activities	Participation in informal arts and cultural activities	Culture		R			
214	Culture	Support for cultural activities	Participation in for-profit arts and culture enterprises	Culture		R			
215	Culture	Support for cultural activities	Support for informal arts and cultural activities	Culture		R			
216	Culture	Support for cultural activities	Percent for art program, measuring public art availability	Culture		R			
218	Culture, Reinvestment and Land Use	Historic Preservation	Protection and preservation of historic landmarks	Culture		R		R	
219	Culture	Regional Cultural Diversity	Growth in cultural tourism, measured by the number of attendees who live outside the region.	Culture		R			
220	Health	Other	Other vital statistics indicators TBD	Health				R	
221	Health	Dental Care	Indicator TBD	Health				R	
222	Health	Other	Other morbidity indicators TBD	Health				R	
223	Health	Other	Other social health factor indicators TBD	Health				R	
224	Health	Other	Other healthcare indicators TBD	Health				R	
225	Health	Other	Other food indicators TBD	Health, Food			R	R	
226	Culture	Sports and Recreation	Other sports and recreation Indicators TBD	Culture		R			

Transportation			
Category	Subcategory	Indicator	Groups proposing
System Reliability	1.1 Highway	Planning Time Index: Ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time.	Transportation
	1.2 Transit	on-time performance	Transportation
	1.3 Aviation	on-time performance	Transportation
	1.4 Inter-Regional Rail	on-time performance	Transportation
System Operations	2.1 Highway Congested Hours	The average number of hours during specific time periods in which at least 20% of the vehicle-miles of travel on instrumented road network is congested. Congestion is defined to occur when link speeds are less than 50 mph.	Transportation
	2.2 Highway Travel Time Index	Ratio of the average peak period travel time as compared to a free flow travel time.	Transportation
	2.3 Transit Passenger Trips per Capita	Number of unlinked passenger trips divided by the population for the six county service area	Transportation
	2.4 Transit Passenger Miles per Vehicle Revenue Hour	Number of unlinked passenger miles divided by the hours that a vehicle is in service, including layover / recovery time, but excluding deadhead time.	Transportation
	2.5 Freight Travel Time	Rail travel time averages and variations across region for intermodal containers and average peak and offpeak travel time for trucks in freight significant corridors	Transportation
	2.6 At-Grade Highway-Rail Grade Crossing Delay	Vehicle-minutes of delay for at-grade crossings/length of time for traffic to recover	Transportation
System Accessibility	3.1 Pedestrian Environment	Weighted pedestrian environment factor	Transportation
	3.2 Transit Connectivity Index	Measure developed by CNT using bus and train system route and service data to estimate the quality of transit in proximity to a census tract	Transportation
	3.3 Transit Oriented Development	% of population and jobs with access to transit	Transportation, Housing, Land Use
	3.4 Walkability/ Bikeability	Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS).	Transportation
Travel Choices	4.1 Inter-Regional Destinations Served by Distance	# of destinations served by distance intervals for air (non-stop)/inter-region rail/inter-region bus	Transportation
	4.2 VMT per Capita	Average vehicle miles traveled per person	Transportation
	4.3 Mode Share	% of work trips by mode * As data becomes available this will change from work trips to all trips	Transportation
	4.4 Auto Ownership	Average number of vehicles per hhs	Transportation
	4.5 Percent of Truck Volumes Occurring Off- Peak	Vehicle Classification by Time-of-Day	Transportation

Category	Subcategory	Indicator	Groups proposing
System Maintenance	5.1 Road Condition/ Rating System	Condition Rating. International Roughness Index % above 170 (poor)	Transportation
	5.2 Bridge Condition	Bridge Condition Rating. % Structurally deficient or functional obsolete (poor)	Transportation
	5.3 Transit Maintenance	Percent of assets in good condition	Transportation
	5.4 Road Condition to Intermodal Facilities	Condition Rating for National Highway System Intermodal Connectors	Transportation
System Investment	6.1 Program Accomplishment/ System Investment	% of Annual Element Accomplished, by Agency and Funding Program and transit capital program implementation	Transportation
	6.2 Consumption by Source (Energy)	Energy consumption and source by sector	Environment, Transportation
System Safety	7.1 Crash Rate Per Capita / VMT	# of crashes per person and per vehicle mile traveled by crash severity and mode	Transportation
Mobility for People with Disabilities	8.1 % Transit ADA	% of rolling stock/stations ADA compliant	Transportation
	8.2 Senior and Para Transit Trips	# or percent of public transit trips made by seniors and persons with disabilities	Transportation
Other	9.1 Safe Routes to School	Communities with Safe Routes to School Programs or plans	Transportation
	9.2 Trails Plan Implementation	% of regional trails plan complete	Transportation
	9.3 Air Quality	Good air quality days per year	Environment, Health
	9.4 Emissions	Annual air emissions	Environment
	9.5 ADA Transition Plan Compliance	Governments with more than 50 employees must develop and implement transition plans to comply with the Americans with Disabilities Act and the Rehabilitation Act.	Transportation
	9.6 Incident Response	Incident response time	Transportation
	9.7 Station-Area TOD Plans	Percent of rail stations or major bus/bus rapid transit corridors covered by an adopted TOD/Station Area Plan with breakout for implementation status	Transportation
	9.8 Greenhouse Gas Emissions	GHG emissions by sector and county for current year	Environment
	9.9 Jobs-Housing Balance	Number and/or % of jobs located near affordable housing	Economic
	9.10 Obesity	Proportion of the population who are obese by selected age cohorts	Health



MEMORANDUM

To: Transportation Committee
Date: September 19, 2008
From: Ross Patronsky, Senior Planner;
Re: Major Capital Projects in *GO TO 2040*

The time is quickly approaching when a capital program element of the comprehensive plan needs to be identified. This memo describes the approach that will be used to develop the capital program element.

Scenario Evaluation Approach

Before capital projects are addressed, systematic investments, strategies, and policies will be evaluated using a scenario planning process, as described at the August meeting of the Transportation committee. As discussed, four thematic plan scenarios have been identified and will be tested and evaluated using a subset of the approved indicators.

At this stage of scenario testing, no specific capital projects will be identified. Rather, the capacity of transportation networks will be systematically adjusted to reflect the implementation of that thematic scenario. Each scenario will then be evaluated against the key indicators including financial implications. By the fall of 2009 a preferred scenario will be constructed taking the most desirable aspects of the four alternatives. This preferred scenario will provide the framework within which capital projects will be evaluated.

Capital Project Approach

The proposed approach to capital projects will include several simultaneous activities, including 1) identification of potential projects; 2) development of evaluation measures; and 3) identification of fiscal constraints. The process for each of these is described in more detail below.

1. The “universe” of potential capital projects to consider will be developed. This will start with the extensive and robust set of projects in the 2030 RTP, combined with the numerous corridor and project studies currently underway, as well as other project ideas that have been submitted. Transportation agencies will be asked to submit any new projects that were not considered in past plans, and the public will have an

opportunity to propose new projects during the public input period for scenario evaluation in 2009. Outreach to transportation agencies to update existing projects or add new projects is recommended to begin immediately.

2. Evaluation measures will be developed to determine the effectiveness of capital projects at moving the region toward its vision. Committee input on the development of these measures will begin in late 2008 or early 2009. CMAP has contracted with the Volpe Center, the research branch of USDOT, to assist with the development of these measures. The performance measures used to evaluate capital projects are scheduled to be endorsed by the Board and MPO in the summer of 2009.
3. Consistent with federal requirements, the recommended capital projects in the plan will be fiscally constrained. To support this, a financial plan that identifies likely revenues will be developed by summer 2009.

These activities will come together in fall 2009, when staff will develop a proposed capital element that consists of specific projects testing their performance against the endorsed measures. The final list of fiscally constrained capital projects will be released for an extensive agency and public review period, revised as necessary and submitted for Board and MPO endorsement in early 2010. It is expected that additional capital projects that are high regional priorities consistent with the preferred scenario but which do not fit within our fiscal constraints will be identified and highlighted as well.

The capital element, along with a new Transportation Improvement Program, will be subjected to the required conformity analysis and be released for additional comment as part of the comprehensive plan in the summer of 2010. Board and MPO approval will be sought in October of 2010.



Freight Snapshot

Purpose

The regional snapshot series has several purposes:

- Establish and explore linkages between CMAP policy and planning areas
- Provide early formative focus for working committees (economic and community development, environment and natural resources, housing, human services, land use, and transportation)
- Gather background information on issues for use in the 2040 Regional Comprehensive Plan
- Identify potential strategies to be analyzed or modeled during the 2040 Regional Comprehensive Plan development process
- Help develop vision for 2040 Regional Comprehensive Plan
- Provide data and analysis for use by other regional or local groups
- Receive media coverage of CMAP and its mission

1. Introduction

- 1.1. Purpose of Report (see above)
- 1.2. Part of On-Going Effort
 - 1.2.1. Go To 2040
 - 1.2.2. Short-Term Freight Needs
- 1.3. Importance of Freight to Every Citizen in Region

2. Defining Freight

- 2.1. Explanation of Modes
- 2.2. Explanation of Unique Needs for Each Mode

3. Role in National Freight System

- 3.1. Currently a Transportation/Freight Hub
- 3.2. Do we want to continue in this role?
 - 3.2.1. Potential impacts of freight bypass of region
 - 3.2.2. Potential impacts of encouraging more freight activity in region
- 3.3. Other Related Regional Initiatives
 - 3.3.1. Those that include Chicago
 - 3.3.2. Other areas of the nation

4. Existing Freight Facilities and Conditions

- 4.1. Rail Facilities
 - 4.1.1. Track
 - 4.1.2. Intermodal Yards
 - 4.1.3. Rail yards
- 4.2. Truck Facilities

- 4.2.1. Regional Distribution Centers
 - 4.2.2. Truck parking facilities
 - 4.3. Intermodal Connectors
 - 4.4. Water
 - 4.4.1. International Port of Chicago
 - 4.4.2. Other
 - 4.5. Air
 - 4.5.1. O'Hare Airport
 - 4.5.2. Related connectors
- 5. Application to Comprehensive Plan
 - 5.1. Where is Freight in the Regional "Vision"
 - 5.2. Regional System Capacity
 - 5.3. Encourage regional approach to freight
 - 5.4. Role of Public Private Partnerships in Freight
 - 5.5. Connection to Municipality Policies
- 6. Freight Operations
 - 6.1. Freight friendly design
 - 6.1.1. Access
 - 6.1.2. Intersections
 - 6.1.3. Pavement
 - 6.1.4. Weight limits
 - 6.1.5. Weigh in motion
 - 6.2. Truck routing
 - 6.3. Rail related issues
 - 6.3.1. Grade crossing and separation design and policies
 - 6.3.2. Noise
- 7. Regional Freight Goals
 - 7.1. Encourage policy change to improve freight efficiency
 - 7.2. Encourage capital investment for freight related projects
 - 7.3. 2.8 Million More Residents = ?? More Goods Movement Related Trips
- 8. Best Practices
 - 8.1. DVRPC
 - 8.2. SCAG
 - 8.3. SANDAG
 - 8.4. Seattle
 - 8.5. Other
- 9. Cross-Cutting Issues
 - 9.1. Economic Competitiveness
 - 9.2. Community Impacts
 - 9.3. Environment
 - 9.4. Land Use
 - 9.5. Public Transit
 - 9.5.1. Amtrak

- 9.5.2. Metra
- 9.6. Safety
 - 9.6.1. Highway safety
 - 9.6.2. Grade crossing
- 9.7. Other
 - 9.7.1. Walkability
 - 9.7.2. Equity
- 10. Data Collection
 - 10.1. Current Volumes by Mode and Area
 - 10.2. Anticipated Volume Growth
 - 10.3. Value of Goods Moved in Region
 - 10.4. Revenue from Taxes on Goods Moved
 - 10.5. Pass Through Freight vs. Intra-Regional or Inter-Regional Freight (what's staying in the region and what is not)
 - 10.6. Past Changes in Land Use
 - 10.6.1. Agricultural/Rural to Industrial/Warehousing
 - 10.6.2. Retail Land Use Growth
 - 10.6.3. Industrial/Brownfield Redevelopment
 - 10.7. Current Land Use Totals with Freight/Industrial Specifically Noted
 - 10.8. Freight Related Jobs as Part of Regional Total
- 11. Funding
- 12. Next Steps

REGIONAL TRANSPORTATION AUTHORITY

To: CMAP Transportation Committee

From: Jay Ciavarella
Division Manager, Special Programs

Date: September 16, 2008

Re: **PRELIMINARY RTA FUNDING PROGRAMS OF PROJECTS**

At the upcoming September 26 CMAP Transportation Committee, RTA staff will be seeking input on the attached preliminary programs of projects for our four funding programs. Attachments 1-4 describe each funding program, the selection criteria and process used, the makeup of the selection committee, and the preliminary program of projects.

ATTACHMENT 1 – Community Planning Preliminary Program of Projects
ATTACHMENT 2 – Subregional Planning Preliminary Program of Projects
ATTACHMENT 3 – JARC/New Freedom Preliminary Program of Projects
ATTACHMENT 4 – ICE Preliminary Program of Projects

A public comment period is now underway through October 10. The RTA Board of Directors will consider adoption of the four programs of projects on October 23. Approval of the programs will allow the CTA, Metra, and Pace to incorporate those projects into their 2009 budgets. The RTA Board will then consider adoption of the 2009 regional transit budget on December 18. Written comments may be mailed, faxed, e-mailed or delivered through 4:00 p.m. by Friday, October 10 to:

Mail or drop The Regional Transportation Authority
off comments: ATTN: Funding Programs
175 W Jackson Blvd – Ste 1550
Chicago, IL 60604

E-mail: programs@rtachicago.org
Phone: 312-913-3143
Fax: 312-913-3206 – ATTN: Planning Department
On the web: www.rtachicago.com/projectcomments

ATTACHMENT 1: Community Planning Preliminary Program of Projects

COMMUNITY PLANNING PROGRAM

- Available to units of local government for local station area/transit-oriented development (TOD), local transit improvement, and coordinated paratransit plans.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives. The program application asked applicants to specifically describe how their project will achieve the RTA Strategic Plan goals and objectives.
- The program application asked applicants to specifically describe how their project will address the program principles listed below:
 - Advance transit-oriented development principles
 - Plan for an increase in transit usage and multi-modal connections
 - Plan for the efficiency and effectiveness of transit operations
 - Plan for improved access to jobs and mobility for seniors, people with disabilities, and the general public
- Selection committee consists of RTA staff only with expertise in community planning. Input on the applications was received from CMAP and the Service Boards.

Preliminary Program of Projects (all one-time grants, no pre-allocation of funds for future funding cycles)

Applicant	Project Title	Description
South Suburban Mayors and Managers Association (SSMMA)	Chicago Southland Transit Corridor Development	This study will encompass the communities within the service area of the South Suburban Mayors and Managers Association and that are located along either the Metra Electric Line, Rock Island Line, or Southwest Service, or the proposed SouthEast Service Line. This study will create transit-oriented development plans for all communities along each of the rail lines that do not already have one in place.
City of Des Plaines	Cumberland Transit-Oriented Development Plan	This study will create a transit-oriented development plan for the approximate ½ mile radius of the Cumberland Metra Station within the Village.
City of St. Charles	St. Charles Circulator Feasibility Study	This project will study the feasibility of a circulator system between two transit-oriented developments (First Street and Towne Center) within St. Charles, and the Geneva Metra Station.

ATTACHMENT 1: Community Planning Preliminary Program of Projects

Village of Manhattan	Manhattan Village Center	This study will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra station within the Village.
Will County	Will County Coordinated Paratransit Study	This study will create a coordinated paratransit plan for the County. This includes an inventory of existing paratransit services, a gap analysis based on the inventory, and strategies to begin the development of an action plan to implement a pilot program of a coordinated paratransit initiative.
Village of Western Springs	Western Springs Downtown Plan	The study will create a transit-oriented development plan for an approximate ½ mile radius of the existing Metra Station within the Village.
Village of Schaumburg	Village of Schaumburg Transit Service Assessment	This study will create a Local Transit Improvement Plan for the Village that will review the performance of existing transit services, determine customer satisfaction with the existing services and identify existing synergies among the existing services and develop potential coordination among existing services.
Village of Glenwood	South Suburban Commuter Rail Corridor Land Use and Local Financing Study	This study will create a transit-oriented development plan for the Village within an approximate ½ mile radius of the potential transit station on the proposed Southeast Service Line that would be located within the Village.
Village of Bensenville	Village of Bensenville Transit Improvement Plan	This study will create a local transit improvement plan for the Village, including an examination of existing transit services, opportunities for increased efficiencies of existing services, potential service from the Village to O'Hare Airport and potential reverse commute options. The study will also include a sub-area transit-oriented development plan for the Village's existing Metra Station.
Village of East Dundee	Dundee Crossing Transit Center	This study will identify a location for a proposed transit center within the Village, which would serve as a Pace bus hub and park and ride facility. The study will also include a preliminary assessment for adding Pace bus service on Route 72 from the Village to Prairie Stone business park.
Village of Prairie Grove	Village of Prairie Grove Town Center and TOD Development Plan	This study will create a transit-oriented development plan for the Village that encompasses an approximate ½ mile radius of the location of the future station on the spur of Metra's Union Pacific Northwest Line.
City of Chicago, Dept. of Planning and Development	Transit-Friendly Development at Chicago Metra Stations	This study will encompass five Metra stations along the Milwaukee District West Line within the City of Chicago (Grand / Cicero, Hanson Park, Galewood, Mars, and Montclare). The study will provide recommendations for potential transit-oriented development near each station.

ATTACHMENT 1: Community Planning Preliminary Program of Projects

Village of Wilmette	Master Plan for Wilmette's Village Center and Linden Square Neighborhood	This study will create a transit-oriented development master plan for the Village's downtown area near the Village's Metra station. The study will also include a smaller subarea transit-oriented development plan for the Linden Station on the CTA's Purple Line, which is located within the Village.
Village of Antioch	Village of Antioch Downtown Land Use and Transit Implementation Strategy	The Village has already completed several transit-oriented development studies for their Metra Station area; this study will develop implementation strategies to move forward the recommendations within the existing studies.
Village of Hinsdale	Village of Hinsdale Greater Downtown TOD Plan	This study will create a transit-oriented development plan for an approximate ½ mile radius of the Village's existing Metra station.
City of Joliet	Joliet Intermodal Transportation Center Feasibility Study	This study will examine the feasibility of creating a new intermodal transportation center in the City Center, adjacent to the existing Union Station. The study will also provide recommendations to create intermodal connectivity, improve public transportation and passenger efficiencies and identify potential opportunities for adaptive reuse of the existing Union Station.

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

SUBREGIONAL PLANNING PROGRAM

- Available to the six counties of the RTA service area (Will, Lake, Cook, DuPage, Kane, and McHenry), the City of Chicago, Councils of Governments/Municipal Associations, and the RTA Service Boards to conduct Sub-Regional and market focused plans. This would include Service Board service restructuring studies, efforts focused on developing specific market opportunities, and the transit component of countywide plans.
- Funding for the program is provided with RTA funds along with a 20% local match from project sponsors.
- The program selection criteria are *qualitative* in nature, with a focus on selecting projects that demonstrate an ability to advance the RTA Strategic Plan's goals and objectives. The program application asked applicants to specifically describe how their project will achieve the RTA Strategic Plan goals and objectives.
- The program application asked applicants to specifically describe how their project will address the program principles listed below:
 - Address service to new markets which can improve mobility and travel choices
 - Increase the amount of peak period ridership on transit leading to a reduction in congestion
 - Contain financially viable recommendations
 - Include strategies that improve transit travel times and reliability
- Selection committee consists of RTA staff only with expertise in subregional planning. Input on the applications was received from CMAP and the Service Boards (on non-Service Board applications only).

ATTACHMENT 2: Subregional Planning Preliminary Program of Projects

Preliminary Program of Projects (all one-time grants, no pre-allocation of funds for future funding cycles)

Applicant	Project Title	Description
DuPage County	DuPage Area Transit Plan	This project seeks to update DuPage County's 2002 Transit Plan by developing a phased implementation of projects identified in the plan over a 20 year horizon.
Kane County	Kane County LRP Transit Component	This project will address the transit component of the Kane County Long Range integrated Transportation and Land Use Comprehensive Plan. It will also update the Kane County Transit Opportunity Assessment Study which was completed in October 2002.
Southwest Conference of Mayors	Harlem Avenue Corridor	The goal of this project is to improve the traffic movement and transit options along Harlem Avenue from 63 rd Street to I-80, making Harlem Avenue a more vibrant and active corridor in the southwest suburbs.
Pace	I-355 Express Bus	This study seeks to develop a fully integrated sustainable corridor through the development of an express bus service on the I-355 corridor between New Lenox and Lake-Cook Road. This study will examine ways of improving transit as well as transit support facilities within the entire corridor.
Joliet Arsenal Development Authority (JADA)	Southwest Will TMA Study	The purpose of this study is to identify the transportation infrastructure and transit services required for the area in and around the former Joliet Arsenal. The study will also seek to create the structure for a Transportation Management Association to be the advocate for project implementation at all levels of government.

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

JOB ACCESS REVERSE COMMUTE / NEW FREEDOM (JARC/NF) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects derived from the RTA Coordinated Public Transit Human Services Transportation Plan (HSTP) that enhance mobility for seniors, disabled, and low-income populations, address reverse commute markets, and/or provide access to jobs.
- Funding for the program is provided through \$6.7 million in Federal funds matched by the project sponsor 50/50% for operating projects and 80/20% for capital projects.
- No project may receive more than three years of funding in total from the current JARC and New Freedom federal appropriations from FFY 2006-2009. As an example, any project that has already been awarded funding for two years of project activities from the FFY 2007 Program may only be considered for an award sufficient for one year of project activities. In addition, no applicant may request more than two years of funding in the current application.
- The program selection criteria are *quantitative* in nature and were adopted by the RTA Board in October 2007 as part of the HSTP. Project selection criteria included the following categories:
 - Sustainability of the project past the original grant award
 - Project readiness
 - Consistency with the strategies contained in the HSTP
 - Ability to meet the mobility needs of older adults, seniors, people with disabilities, persons with low incomes, and reverse commuters
- The Selection Review Committee (SRC) consists of 2 RTA, 2 CMAP, and 1 IDOT staff with expertise in services designed to provide access to jobs and meet the mobility needs of seniors, people with disabilities and people with low incomes.

Preliminary Program of Projects (all operating projects / no capital projects)

Applicant	Project Title	Program	Description
DuPage County	Ride DuPage to Work	JARC	This is a continuation of the Ride DuPage to Work project that originally received funding from the FFY 2006 JARC Program. The Ride DuPage to Work and DuPage County Transportation to Work Program is a service under the existing Ride DuPage system designed to enable persons with disabilities greater opportunities to obtain and maintain employment through affordable transportation.
CTA	#1 Indiana/Hyde Park Service Expansion	JARC	This project expands service from morning and evening rush hours to 6:00 am – 8:00 pm thus increasing access to jobs for low income individuals working non-traditional and/or extended hours in corridor.

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

CTA	31 st Street - New Bus Route	JARC	New fixed route service along the 31 st street corridor between Cicero Avenue and King Drive operating 7 days a week from 5:00 am until 8:00 pm. Route will improve mobility and access to an employment center, rail lines, and other bus routes for low income individuals, seniors, and the disabled.
CTA	#44 Wallace/Racine Bus Route Extension and Service Expansion	JARC	Through the expansion of this bus route by 2 miles and the extension of weekend service hours from 7:00pm to 11:00 pm, this project will provide greater accessibility to a rapidly growing retail corridor along Roosevelt Rd. from State to Clinton resulting in increased access to jobs for low income individuals, seniors, the disabled, and other residents.
CTA	#54A North Cicero/Skokie Blvd. - Midday Service	JARC	New midday service operating weekdays between the hours of 10am and 2pm between Irving Park/Pulaski (Blue Line) and Westfield Old Orchard Shopping Center/Cook County Courts in Skokie. The service will allow additional access to jobs and medical appointments for low income individuals.
CTA	#67 67 th /69 th /71 st St. – Bus Route Extension	JARC	Expansion of this route from its present terminal at 71 st St. & Pulaski to the Ford Center Shopping Center improves access to major retail and industrial establishments that provide job opportunities for low income individuals.
CTA	East 83 rd Street – New Bus Route	JARC	New fixed route service connecting retail district at 92 nd /Commerical to 83 rd Street providing service from east 83 rd Street to 79 th Street Dan Ryan Red Line station. This service will also provide linkages to jobs for low income individuals into the Chicago Central Business District, employment centers in Hyde Park, and other retail districts accessible via the rail system.
CTA	#92 Foster - Late Night Weekend Service	JARC	Extension of weekend service from 8:00 pm to 12:00 am between Jefferson Park and Berwyn Red Line station providing access to major medical center and retail establishments for low income individuals and the disabled.
PACE	Ride-In-Kane	JARC/NF	This is continuation of the Ride in Kane project that originally received funding from the FFY 2006 JARC/NF Program. The project coordinates paratransit services in Kane County and optimizes resources through the use of a centralized call center. The project increases the mobility of older adults, persons with disabilities, and low income individuals by providing access to needed services and employment.

ATTACHMENT 3: Job Access Reverse Commute / New Freedom Preliminary Program of Projects

Lake County	Lake County Northwest Demonstration Project	NF	This dial-a-ride service will operate weekdays in Antioch, Avon, Grant, and Lake Villa townships. A portion of the service will be a flexible route connecting three Metra stations on the NCS Line and Milwaukee District – North Line with residential areas to offer greater access to employment opportunities primarily for individuals with limited mobility and other transit dependent populations.
Washington Township	Operation to Enhance Disabled, Senior, and Regular Transportation in Rural Community	NF	This dial-a-ride service will be expanded from the current two day a week operation to five days a week. The service provides general purpose transportation within Washington Township and medical trips beyond the Township. In addition to providing increased service for the disabled and senior populations, eligible participants will also be able to obtain same day service.

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

INNOVATION, COORDINATION AND ENHANCEMENT (ICE) PROGRAM

- Available to units of local government, transportation agencies and the RTA Service Boards for operating and capital projects that enhance the coordination and integration of public transportation, or that develop and implement innovations to improve the quality and delivery of public transportation.
- Funding for the program is provided through \$10 million from the regional budget as mandated by the new RTA Act amendments, matched by the project sponsor 50/50% for operating projects and 80/20% for capital projects.
- There is a two-year limit for operating funding through the ICE program. Any grantee that receives ICE funding for operations must: (1) implement such a program within one year of receipt of funding, and (2) within two years following commencement of any program utilizing ICE funds, determine whether it is desirable to continue the program and, upon such a determination, either incorporate such program into the applicant's own annual operating budget and capital program or discontinue the program. No additional funds from the ICE fund may be distributed to a grantee for any individual program beyond two years unless the RTA, by affirmative vote of at least 12 of its Directors, waives this limitation. Any such waiver is for a one year period and any further waivers require a subsequent vote of the RTA Board.
- The program selection criteria are *quantitative* in nature, with a focus on selecting projects that enhance coordination and integration of public transportation and/or implement innovations. Project selection criteria included the following categories:
 - Ability to enhance information, physical, service, and fare coordination
 - Ability to improve the quality of public transportation
 - Cost effectiveness
 - Sustainability of the project past the original grant award
 - Project readiness
- The Selection Review Committee (SRC) consists of 3 RTA and 2 CMAP staff with expertise in transit coordination and enhancement projects.

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

Preliminary Program of Projects

Applicant	Project Title	Description
Chicago Transit Authority	Real-Time Arrival Information for Bus Stop Signs	Installation of up to 100 automated signs with real time bus arrival information located at transfer locations throughout the CTA service area.
Chicago Transit Authority	Automatic Bay Reading System (ABRS) for Bus Garages	RFID (Radio Frequency Identification) tags to locate and track buses in garages. Track pull-outs, pull-ins, download/upload fare revenue data (hot list) and maintenance data, locates vehicles “in-house”.
Lake County	Lake County Northwest Circulator	Expansion of existing Pace Route 570 service frequencies and the addition of a flexible circulator component to the route. Service would be enhanced for the following communities: Gurnee, Grayslake, Round Lake, Round Lake Park, Hanesville, Round Lake Beach, Round Lake Heights, Fox Lake and Long Lake.
Metra	SouthWest Service Saturday Service	Addition of three round trips on Saturdays to Metra’s SouthWest Service. Currently there is no Saturday service on this line.
Pace Suburban Bus	I-55 Corridor Enhancement Project	Express bus services provided by Pace on the I-55 corridor would be enhanced the following ways: 1) The service frequency of Pace Route 855 would be increased and service extended to Plainfield, and 2) New service from Plainfield, Bolingbrook and Burr Ridge to West Loop Medical Center would be introduced.
Rich Township	Dispatching with Mobile Computers and In-Vehicle Technology	Scheduling software and Global Positioning System (GPS) for Rich Township paratransit services. Compliments software used by Pace.
Village of Addison	DuPage Local Circulators - Addison, Downers Grove, Lombard, and Wheaton	New local circulator routes in Addison, Downers Grove, Lombard, and Wheaton. Community based local bus services that bridge gaps between Pace bus routes and Metra rail services. New service to residential, commercial and/or workplace destinations with connections to existing Pace and Metra services.
Chicago	Bike-Transit Integration at Chicago CTA and Metra Stations	Sheltered bike parking at up to five CTA and five Metra stations.
Pace Suburban Bus	I-355 Corridor Development Project	First phase of north-south transit service utilizing I-355 between Will, DuPage and Cook County. New limited stop express service from Bolingbrook to Schaumburg

ATTACHMENT 4: Innovation, Coordination and Enhancement Preliminary Program of Projects

Village of Skokie	Skokie Swift Oakton Street Station Area Improvements	Improvements complementing new CMAQ funded Oakton Street station on the CTA Yellow Line. Improvements include: bus stops, bus, and taxi access lanes, sheltered waiting areas, pedestrian walkways, shared vehicle lanes, kiss and ride, bicycle parking, and landscape improvements.
Village of Riverside	Riverside Train Station: Green Transmodal Access and Facilities	Access improvements to Riverside Metra station. Part of larger initiative for improving access (includes tentative ICC grant for new pedestrian tunnel). ICE request is for a green parking lot for hybrids and electric vehicles (24 spaces), bike parking, accessible ramps to new pedestrian tunnel, engineering and design.